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# The China Mail

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TO-DAY'S DOLLAR — The  
closing rate of the dollar on  
demand, today was 1/6 1/16.

No. 27,459

HONG KONG, THURSDAY, APRIL 10, 1930.

PRICE \$3.00 Per Month.

## SHANTUNG SAID TO BE OUT OF DANGER.

SHANSI FORCES RETREAT AFTER  
TAKING TSINGTAO.  
SUPPRESSION OF "REDS".

Tientsin, Yesterday.  
Yen Hsi-shan has despatched the  
Shansi Division under Wang Ching-  
kuo to reinforce Taiming; while  
strong fortifications have been  
built among Chuchow and Lin-  
chang.

The Shansi troops, who had ad-  
vanced along the East of Lung-Hai  
line, suddenly received an order on  
April 7 to withdraw, in order to  
cover their rear against any unex-  
pected eventuality. After having  
taken possession of Tsao-hsien and  
Tsingtao in the West of Shantung,  
the Shansi cavalry made a rapid  
retreat on April 8, after cutting  
down many telegraphic wires upon  
their departure.

Shantung Safe.  
At the Weekly Memorial Service  
on April 7, General Chen Tso-yuan  
declared that the Shansi troops  
were not in a position to advance  
southward, as evidenced by their  
preparing defensive work at  
Machang, and that Shantung would  
be in no danger.

Troops Disarmed.  
When the Shansi troops under  
Fu Tso-yi reached Tehchow, the  
Shantung units offered no resist-  
ance, but evacuated the city, after  
destroying part of the bridge at  
Lohow and Yellow River. Incensed  
by the unreasonable invasion of  
the Shansi-ites, the local militia  
made a sudden assault on the  
vanguarders under Ma Si, with the  
result that Ma was killed and many  
rifles were captured.

Dispositions of Troops.  
The dispositions of the Shansi  
forces in Shantung are reported as  
follows: one brigade at Tehchow,  
one battalion at the railway station  
of Wong Ho Yai, two companies of  
cavalry at Pingyuan and 4 armoured  
cars patrolling between Teh-  
chow and Yellow River Bank.  
Shantung troops are stationed at  
Changchewang, about 12 miles from  
the Shansi-ites. No fighting has  
yet taken place. The traffic be-  
tween Tsinan and Yellow River  
Bridge is still being maintained.

Taiyuan Arsenal.  
Four British and German experts  
have been engaged by the Taiyuan  
Arsenal, which is working feverish-  
ly to turn out planes, guns, rifles  
and ammunition day and night.

Chang Chung-chang.  
Chang Chung-chang, the ex-  
Peiyang militarist is said to have  
been commissioned his former officers to  
link with the bandits and Red-  
Spear fraternity along the Chiao-  
Tsi line in Shantung. As soon as  
his plans are carried out, Chang  
will proceed from Japan to Tientsin  
to co-operate with the Peiyang  
militarists and the Anfu Clique to  
re-establish their political position.

To Drive Out Communists.  
The Councillor and Chief  
Instructor of the 63rd Division  
General Ng Man-hin has been ap-  
pointed commander-in-chief of the  
expeditionary forces despatched  
for the suppression of the com-  
munist Chu and Mao who recent-  
ly evacuated Nam Hung after oc-  
cupying it for several days. Ac-

## THE KUOMINTANG.

Investigation of Sir C. Clementi's  
Action.

London, Yesterday.  
Replying to Sir Albert Bennett  
in the House of Commons, Mr.  
Henderson said that the Chi-  
nese Charge d'Affaires had made  
representations on the suppres-  
sion of the Kuomintang by the  
Governor of the Straits Settle-  
ments (Sir Cecil Clementi). A  
reply thereto was at present  
being considered.—Reuter.

According to a telegram received by  
the Headquarters of the 63rd  
Division, General Ng is now mak-  
ing Shih Kwan his headquarters,  
where he will direct the operations  
against the Reds. Col. Cheong  
Tai-yin of the Independent  
Regiment, who is now stationed in  
the Southern part of the Province,  
has been ordered to proceed to the  
North and to take up his station  
at the Headquarters of the 63rd  
Division, which is now being  
established at Shih Kwan.

## A STRANGE HAUL

DIVERS FIND SACK  
OF OPIUM.

WORTH \$3,900.

HIDDEN AT BOTTOM  
OF HARBOUR.

While engaged in diving opera-  
tions off Victoria harbour on Tues-  
day, some European divers of the  
Public Work Department dis-  
covered on the bed of the harbour a  
canvas kit bag, with ropes attached  
to it.

They brought the bag to the sur-  
face, and immediately sent for  
Detective-Sergeant Humphreys, who  
found that it contained 325 taels of

## NAVAL DISASTER.

Public Fund For The Victims'  
Relatives.

The China Mail appeals to  
the members of the Hong  
Kong Public to support the  
Charity football match to be  
played to-morrow at Happy  
Valley, between the Services  
and The Rest of the Colony  
in aid of the dependants of  
the victims of the sad disas-  
ter, which occurred on board  
H.M.S. Sepoy on Tuesday, in  
which the lives of six naval  
men were lost.

It also suggests that a gen-  
eral public fund should be  
opened for the benefit of the  
widows and other dependants  
of the deceased.

Contributions to this fund  
will be gladly received at the  
China Mail Offices, and will  
later be handed over to the  
authorities or Charity Com-  
mittee for distribution.

non-Government prepared opium,  
being examined by the Government  
Monopoly Analyst the day after.

There was a sequel to the dis-  
covery at the Kowloon Magistracy  
this morning, when Det. Sergt.  
Humphreys, before Mr. Whyte-  
Smith, applied for the confiscation  
of the contraband, which was valued  
at \$3,900.

The officer pointed out that this  
kit bag contained 65 tins of the  
drug, which he believed to have been  
thrown into the water by an in-  
coming ship, later to be retrieved.

The Magistrate granted the con-  
fiscation order.

## CAPE FLIGHT.

Rugby, Yesterday.  
The Duchess of Bedford and  
Captain Barnard left Croydon  
Aerodrome this afternoon in a  
Fokker Jupiter monoplane for  
Lymington, whence they will start  
at dawn to-morrow on an attempt  
to fly to Capetown and back, a distance  
of 18,600 miles, in 18 days. Mr. R.  
Little accompanied them as auxiliary  
pilot.

Last August the Duchess and  
Captain Barnard made a record  
flight to India and back in seven  
and a half days. On that flight the  
Duchess, who is 61 years of age,  
took her turn in control of the  
plane while Captain Barnard slept,  
and she will relieve the pilots at the  
controls on the present flight.—  
British Wireless Service.

the communists who evacuated  
Nam Hung on April 7 are now re-  
treating northward, but the ex-  
peditionary forces continued to  
press them and it is believed that  
within a few days the Red elements  
will be completely exterminated.—  
Canton News Agency.

## Earlier Cable.

Shanghai, Yesterday.  
A message from Changsha  
states that Kwelchow troops have  
invaded Hunan, and occupied  
Huangshiang. Some Hunanese  
troops have revolted and gone  
over to the invaders.  
It is alleged that the invasion  
has been instigated. In order to  
prevent General Ho Chen, whose  
loyalty is suspected, from ad-  
vancing against the Hunanese,  
General Ho Chen has been with-  
drawn from the front.

## FATE OF AIRCRAFT CARRIERS.

TO BE DECIDED BY THE NAVAL  
CONFERENCE DELEGATES.  
SIZE AND ARMAMENT.

Rugby, Yesterday.  
To-day's conversations between  
the Naval delegates arranged in  
the hope that the chances of a  
five-Power agreement might there-  
by be revived, were somewhat im-  
peded by the illness of Signor  
Grandi. Nevertheless, the Prime  
Minister and the Foreign Secre-  
tary, Mr. Arthur Henderson, had  
a long meeting with the Italian  
Ambassador, Signor Bordonaro,  
and Signor Rossi in the course of  
the day and this evening the  
French and United Kingdom dele-  
gations also met. After the latter  
meeting, which was held in the  
Prime Minister's room at the  
House of Commons, a brief com-  
munique announced that the de-  
velopment of the conversations of  
the last 24 hours had been exam-  
ined and that a further meeting  
would take place to-morrow. It  
is understood that this meeting  
dealt mainly with statistics, as  
did also the conversation earlier  
in the day between Mr. A. V.  
Alexander and M. Dumesnil, the  
heads respectively of the British  
and French Admiralties.

Meanwhile, progress was being  
made with other spheres of the  
Conference work. The British,  
American and Japanese experts,  
who have been examining the re-  
solutions of the Japanese Gov-  
ernment to the proposals sent to  
Tokyo as part of the potential  
Five Power Pact, reached general  
agreement on most points at the  
meeting to-day and will to-morrow  
deal with one or two matters still  
outstanding.

## Aircraft Carriers.

The special sub-committee ap-  
pointed by the First Committee  
to consider the question of air-  
craft carriers also met to-day  
under the chairmanship of Mr.  
Alexander, First Lord of the Ad-  
miralty. It was agreed, "That  
the general term aircraft carrier,  
for the purposes of the present  
agreement, should comprehend,  
firstly, aircraft carriers of over  
10,000 tons standard displacement  
as defined in the treaty between  
the United States, the British  
Empire, France, Italy and Japan  
limiting naval armament, signed  
at Washington on February 16,  
1922; and secondly, other surface  
vessels of war of standard dis-  
placement not exceeding 10,000  
tons designed for the specific and  
exclusive purpose of conveying  
aircraft and so constructed that  
the aircraft can be launched  
therefrom and landed thereon.  
Such vessels shall not carry guns  
with a calibre in excess of six  
inches." These vessels will go  
into the aircraft carriers category,  
while all other vessels "built to  
be charged against the appropri-  
ate combatant category, accord-  
ing to size and armament."—British  
Wireless Service.

## CYCLISTS' OFFENCES.

A Chinese youth, who rode in  
circles on his bicycle in Reclamation  
Street, was at the Kowloon Police  
Court this morning fined \$10. An-  
other youth was fined \$5 for riding  
in Dundas Street, without a lighted  
lamp last night. A third defendant,  
who was an employee of the Kow-  
loon Stores, was cautioned, on a  
charge of riding on the wrong side  
of Canton Road. Defendant plead-  
ed that the road was rather crowded  
and this story was accepted by  
Sergt. Humphreys, who stated that  
this defendant was definitely not a  
trick cyclist, but a regular rider.

## TOBACCO CASE.

A Chinese man and woman ap-  
peared again before Mr. S. Whyte-  
Smith at the Kowloon Magistracy this  
morning charged jointly with the  
possession of 97 lb. of dutiable  
tobacco at \$22, Reclamation Street.  
A second charge of selling without a  
licence was brought against  
the man.  
Revenue Officer Young presented.  
Mr. J. M. d'Almeida Remedios ap-  
peared for the first defendant.  
The hearing was fixed for Wednes-  
day at 2.15 p.m. when Mr. F. H.  
Lacey will defend the woman.

New flag commands announced by  
the Admiralty include the appoint-  
ment of Admiral Sir Michael  
Hobart as Commander-in-Chief  
of the Atlantic Fleet.

## J.P. CHARGED. Conclusion of Lengthy Trial.

DEFENDANT DISCHARGED.

The opium case against Mul  
Kok-leung, the Singapore J.P.,  
had a sensational finish at the  
Central Magistracy this morning  
when, on an unexpected point,  
as to whether or not outgoing  
luggage was searched by the  
Revenue Department, Mr. R. E.  
Lindsell decided to discharge  
the defendant. His Worship ac-  
cepted the evidence of Inspector  
R. Lannigan, in charge of  
Police wharf searchers, that it  
was his experience that outgo-  
ing luggage was searched every  
time a revenue officer was pre-  
sent.

At the commencement of the  
proceedings, his Worship told Mr.

## STOP PRESS

London, To-day.  
All chance of a five-Power Naval  
Pact has definitely vanished,  
asserts the Daily Herald, owing to  
the Franco-Italian deadlock.  
Meanwhile a three-Power Pact will  
not be fixed up before Easter. The  
American delegates have cancelled  
their passages by the a.s. Levia-  
than on April 22.—Reuter.

Strellett that he had arranged  
with the Inspector General of  
Police to call the Officer of water-  
front searchers to state whether  
it was a fact that outgoing lug-  
gage was not searched on wharves  
from which there were no steam-  
ers sailing.

Inspector R. Lannigan, in an-  
swer to his Worship, stated that  
as far as his experience went, if  
a person left a boarding house or  
hotel with luggage and attempted  
to get into a sampan or motor  
boat, if a revenue officer was in  
sight, such luggage generally  
would be searched.

Mr. Strellett indicated that he  
did not wish to cross-examine this  
witness, but drew attention to the  
direct conflict between practice  
and what had been described as  
instructions. He contended that  
the defendant had told a straight-

## OVERCAST.

To-day's weather report  
from the Royal Observatory,  
states:—

A large depression is cen-  
tral over the upper Yangtze  
Valley.

Forecast:—South winds;  
moderate; squally; generally  
overcast.

Rainfall  
Rainfall to 10 a.m. to-day  
nil. Rainfall since January 1.  
11.71 inches against an average  
of 7.39 inches.

Temperature and Humidity  
The temperature and humid-  
ity at certain specified centres  
this morning at 6 o'clock  
were:—

	Temp.	Humid.
7.55 inches.		
Hong Kong	78	84
Macao	76	91
Pratas Island	76	96
Manila	72	86
Amoy	73	95
Swatow	75	95
Chefoo	67	100
Shanghai	59	93

forward story in regard, to his  
previous experience on the water-  
front.

## Two Previous Points.

Dealing with the two points  
raised by his Worship on Tues-  
day—the question of the en-  
velopes and of the keys—Mr.  
Strellett expressed the hope that  
his Worship did not think that  
the defendant was taken by sur-  
prise when the envelopes were  
brought to his notice by the pro-  
secution. "In fact," Mr. Strellett  
had noticed the similarity of the  
envelopes before,  
and had questioned the defendant  
about it, and the latter had said  
"I don't know."

Mr. Strellett went on to say  
that a person found in possession  
of opium need not be called upon  
to explain everything else in his  
possession. "At this present mo-  
ment there may be people in this  
Court who might have half-a-  
dozen things in their possession  
which might be consistent with  
something or other. If they were  
found in possession of opium, they  
would be charged with it."

## CHINESE CUSTOMS IN HONG KONG.

OUTLINE OF PROPOSED  
AGREEMENT.

STATUS OF ISLAND.

The annual meeting of the  
China Association, of which  
Lord Southborough is President,  
was held on March 26 in London  
at the P. & O. Co.'s city offices.  
From the report on events in  
1929 we take the following of  
special interest to Hong Kong:—  
It was towards the end of the year  
also, that a proposed agreement regard-  
ing the operation of the Chinese cus-  
toms in Hong Kong came before the  
Association. For many years past, as  
members are aware, duties have been  
collected at Kowloon, but while the  
Customs have maintained an office in  
Hong Kong this has been done on an  
informal basis, and has involved no  
preventive control over the waters of  
Hong Kong harbour and the approaches  
thereto. For some time past smuggling  
has been on the increase, and it is now  
proposed that the Hong Kong Govern-  
ment should exercise this control on  
behalf, and at the expense of, the  
Chinese Customs. The proposal in-  
volves both technicalities and principles  
which at this stage it is proposed to  
describe only in outline.

An obvious advantage of the pro-  
posal would be that native goods shipped  
to Hong Kong would not lose their  
status as such, as they do at the pre-  
sent time. Another advantage would  
be that Chinese vessels trading in in-  
land waters would be able to take out  
their papers for inland places in Hong  
Kong.

## Objection in Future.

On the other hand, the objection  
that, at some future time, the Chinese  
might use the fact of Customs super-  
vision of Hong Kong waters, albeit  
exercised through the Hong Kong Gov-  
ernment, as an argument in favour of  
modifying the foreign status of the  
island still further is a serious one.

## Likelihood of Friction.

Not less serious, however, would be  
the likelihood, if the proposed agree-  
ment were not concluded, of friction  
arising out of the growing evil of  
smuggling, which the Chinese might  
determine to suppress through the  
creation of a cordon of preventive sta-  
tions round the Colony.

At the time of writing, these and  
other pros and cons, which will be dealt  
with more fully at the annual meeting,  
are the subject of an exchange of opin-  
ions between the Association here and  
its branches in Hong Kong and  
Shanghai.

Strellett pointed out that defend-  
ant had opportunities of getting  
rid of them had he so desired, but  
the fact that he retained them in  
his possession was consistent with  
his innocence. He also pointed  
out the improbability of the defend-  
ant being desirous to "bluff" the  
matter through.

## Duty of Prosecution.

Going into legal points involv-  
ed in the case, Mr. Strellett  
stated that the nearest analogy  
to the present position of  
Opium Ordinance where the onus  
was thrown on the defence was to  
be found in cases of possession of  
stolen goods. He quoted several  
authorities to show that the duty  
of the prosecution was not merely  
to say that the defence story  
could not be true, but to prove  
that it could not in fact be true.  
The defendant was entitled to a  
discharge if the story might be  
true, or could reasonably be true,  
even if it was not in fact true.  
The duty lay with the prosecution  
to bring direct evidence to show  
that the defendant's story cannot  
be true.

Mr. Lindsell indicated that he  
agreed with Mr. Strellett that an  
alleged possessor or receiver of  
stolen property was comparatively  
in a strong position. He did not  
feel, however, that Mr. Strellett  
could convince him that the al-  
leged possessor of opium was in a  
similarly strong position. "If  
seems to me" that the effects of  
the present section is that the  
onus of absolutely satisfying the  
Court was with the defendant."

Mr. Strellett is in a worse  
position than the possessor of  
stolen goods?

## Law Ultra Vires.

Mr. Strellett: Your Worship al-  
most force me to say that the law  
of Hong Kong is ultra vires.  
Continuing, Mr. Strellett said  
that he was quite sure his Wor-  
ship would hesitate very long be-  
fore he would say that the legis-  
lature in Hong Kong has gone  
very much further than the com-  
mon legislature of Britain has  
ever dared to go.

His Worship replied that he felt  
that he had gone very much further.

## AIR FORCE NEEDS

PLEA FOR GREATER  
STRENGTH.

A BACK PLACE.

GEOMY PICTURE OF  
THE FUTURE.

Rugby, Yesterday.

Lord Trenchard, the former Mar-  
shal of the Air Force, in a maiden  
speech in the House of Lords, called  
attention to the importance of an  
adequate and efficient Air Force to  
the British Empire. He referred to  
the statement recently made by the  
Under-Secretary for Air, Mr. F.  
Montague, that to-day France had  
the first line strength of 1,300 aero-

## KING'S SYMPATHY.

Inquiries Into Condition of  
Injured Men.

Rugby, Yesterday.

The First Lord of the Ad-  
miralty, Mr. A. V. Alexander,  
has received a message from  
the King expressing His  
Majesty's distress at the dis-  
astrous accidental explosion  
aboard the destroyer "Sepoy",  
resulting in the loss of valu-  
able lives. His Majesty de-  
sires that his heartfelt sym-  
pathy may be conveyed to the  
bereaved families and in-  
quiries made on his behalf re-  
garding the condition of the  
injured. The Admiralty an-  
nounces the death of another  
of the injured men, making six  
deaths.—British Wireless  
Service.

## Sufficient Strength.

Lord Thompson, Secretary for Air,  
said that the elements in air power  
were an Air Force of sufficient  
strength to carry out the policy of  
the country, air communication,  
a sufficiently developed air transport  
system nourished and fed by  
adequate aircraft, and lastly, a  
highly developed system of aero-  
nautical research. No means of  
purely passive defence had been de-  
vised for dealing with attacks from  
the air.

He assured Lord Trenchard that  
the Government were giving their  
most careful attention to the sub-  
ject. The Prime Minister was  
taking an active part as head of the  
Committee of Imperial Defence.

Turning to the question of air  
disarmament, Lord Thompson said  
that we had never claimed even a  
one power standard in the air. Air  
disarmament was one of the biggest  
problems that lay ahead.

## No Town Safe.

If air development went on there  
was no town in this country which  
was safe from bombing. His own  
view was that no country could  
possess air power that was not a  
progressive and highly developed  
country. Countries which could  
possess air power were very few and  
they were fortunately democratical-  
ly governed. Without their political  
co-operation and agreement there  
was, however, no prospect of dis-  
armament in the strict sense in air  
matters.—British Wireless Service.

## NEGOTIATIONS WITH SOVIET.

Rugby, Yesterday.

Replying to questions in the  
House of Commons, Mr. Hender-  
son, Foreign Secretary, said that  
he hoped to be able to make a state-  
ment regarding the progress of  
negotiations with the Soviet Am-  
bassador in the near future.

## General Conference.

Mr. Henderson stated that as  
at present arranged, Lord Cecil  
would represent the British Gov-  
ernment at the next meeting of  
the preparatory Commission for  
Disarmament at Geneva.—British  
Wireless Service.

## PARTNERSHIP CLAIM FAILS.

INTRICATE BUSINESS  
METHODS.

PLAINTIFFS NON-SUITED.

The intricacies attendant upon cer-  
tain contracts in connection with  
the building of five houses in Cheung Sha  
Wan Road, Shamshuipo, were gone  
into in the Summary Court this  
morning, before Mr. Justice J. R.  
Wood.

Three writs had been issued against  
the Shing Tai Company, a firm of  
building contractors in Shamshuipo, and  
Ng Yu-lok and To Sze, stated to be  
partners therein. The claims were  
made on behalf of three different  
firms, for work done and materials  
supplied.

Mr. F. C. E. Rendall, of Messrs.  
Russ & Co., appeared for plaintiffs,  
and Mr. A. E. Hall, of Messrs. Lyson  
and Hall, for Ng Yu-lok.

## Who Was Shing Tai.

The claim by the Cheong Fat Lam  
firm being heard first, Mr. Rendall,  
opening, said that on various occasions  
work had been done for and  
material supplied by his clients  
to defendant company. Payments had  
been made from time to time by Ng  
Yu-lok, both in cash and by cheque.  
The cheques bore his signature. It  
had been at all times understood that  
he was managing partner, or master of  
the firm. Evidence would be called  
to show that the orders received had  
borne the chop of the Shing Tai firm,  
and that accounts sent with delivery  
of goods had been acknowledged by them.

Lee Ling-ching, a member of the  
plaintiff firm, gave evidence to this  
effect, stating that he had always look-  
ed upon Ng Yu-lok as the head of the  
Shing Tai Company. That was what  
he had been told.

In reply to His Lordship, Mr. A. E.  
Hall, for the defence, intimated that  
in any case the cheques were admitted.  
It was intimated also that To Sze,  
second defendant, was not to be found,  
and accordingly could not be served  
for appearance in Court.

## Knotty Points.

The evidence of Ho Ling, a salesman  
in the Ming Lee firm, was then taken.  
He stated that the defendant, Ng Yu-  
lok, whom he recognised, was building  
five houses in Cheung Sha Wan Road.  
There was a signboard on the contrac-  
tor's match bearing the name of  
Shing Tai. He understood that the  
partners in the firm were Ng and To  
Sze. He produced orders for materi-  
als valued about \$80 signed by Ng.  
He had had no dealings with anyone  
else except Ng as regards these con-  
tracts. Ng Yu-lok had made various  
payments to him for work done from  
time to time.

Cross-examined, witness said he was  
aware that one of the houses being  
built was for Ng's wife, Lee Kum-  
chun; but in all dealings he had look-  
ed upon Ng as actually being manager  
of the defendant firm.

## The Defence.

Ng Yu-lok, in evidence, briefly stated  
that he was not a partner with To Sze.  
In cross-examination, he added that  
he was building three of the five houses,  
two being for himself and one for his  
wife. He was actually building the  
houses himself, with the aid of a fore-  
man, Ng Sze-yip, who had nothing to  
do with the Shing Tai Company. The  
latter firm belonged to To Sze alone,  
and was building the other two houses  
of the five for one Ng Lee-tun.

His only transactions with To Sze  
had been to grant him an occasional  
contract for work on his three houses.  
To Sze had told him to pay for cer-  
tain items in the contracts direct, and  
he had done so. To Sze, for instance,  
had instructed him to pay the Cheong

## CURRENCY COMMISSION.

China Mail Information  
Confirmed.

Official confirmation is forth-  
coming to-day of the informa-  
tion published in the China  
Mail on Tuesday to the effect  
that the Government has ap-  
pointed Messrs. Li Tse-fong  
and Chau Yuo-ting, J.P., to be  
additional members of the  
Committee, and that both at-  
tended the preliminary meeting  
on Tuesday; also of the de-  
cision to conduct all meetings  
in camera.

## firm for timber supplied in a construc-

tion contract, which he did.

The Ming Lee contract for \$80, for  
glazing, had been verbal one.

Re-examined, witness said that To  
Sze had borrowed money from him,  
and still owed him some hundreds of  
dollars. He had not wished to pay To  
Sze direct as he thought the latter  
might "spend the money."

## Non-Suited.

His Lordship here stated that he  
thought he must non-suit the plaintiff,  
although he was not unsympathetic to  
them. The partnership with To  
Sze had not been definitely established.  
An order would be made to the effect  
plaintiffs to pay costs, and all three  
writs to be set aside.







Phone C. 22  
FOR  
**CLASSIFIED  
ADVERTISING**

Twenty-five words three inser-  
tions prepaid \$1. Every addi-  
tional word four cents for three  
insertions.  
All replies under this heading  
must be called for.

**TO LET**

TO LET.—For 6 months, fully fur-  
nished 5-roomed house on the Peak,  
modern sanitation. Apply Secretary,  
P.O. Box 22.

TO LET.—1-roomed bungalow situat-  
ed Broadwood Road, Happy Valley.  
Apply Secretary, P.O. Box 22.

THE PRAK.—Five-roomed fully fur-  
nished house. Modern Sanitation.  
Frigidaires and Electrical Appliances.  
Moderate rental to careful tenant.  
From middle April, for seven or  
twelve months. Reply Box No. 646,  
c/o "China Mail."

TO LET.—Furnished flat, from  
middle April to beginning November.  
May Road level. Splendid views of  
Harbour. Five rooms, three bath-  
rooms, Electric light, Hot and Cold  
water. Telephone, Flush, Refrigerator.  
Apply Box No. 645, c/o "China Mail."

TO LET.—No. 5, Dragon Terrace.  
Causeway Bay, 1st, 2nd and 3rd  
floors. Each flat has three bedrooms,  
dining room, servant's quarters, kit-  
chen, bath room, and water closets.  
Suitable for Europeans. Apply Clark  
& Lu, 10, Des Voeux Road C.

**GODOWN TO LET.**

A GODOWN at Whitfield Road con-  
sisting about 2,500 sq. ft. next to  
Kwong Sang Hong Glass Factory.  
Please apply to Kwong Sang Hong,  
Ltd.

**WANTED.**

WANTED.—Immediately, an experi-  
enced and qualified teacher of mathe-  
matics. Apply Headmistress, Dio-  
cesan Girls' School.

**POSITION WANTED**

YOUNG ENGLISHMAN, (employed)  
seeks other employment. Willing to  
accept any kind of position. Exce-  
lent Refs. Salary no object. Please  
Reply Box No. 643, c/o "China  
Mail."

**TUITION**

CANTONESE AND MANDARIN  
LANGUAGE and characters TAUGHT  
by Mr. SHU. Special notes and books.  
Twenty-three years' experience. Rapid  
progress ensured. Special explana-  
tions in English given to beginners.  
Particular coaching in pronunciation.  
Terms moderate. First class refer-  
ences. Numerous successes at  
examinations. No. 16, Wyndham  
Street, Top Floor.

**HOME TUITION.**

WESTOVER—STEVENAGE. Within  
an hour from London. In healthy  
neighbourhood. SCHOOL for GIRLS  
and SMALL BOYS. A few Boarders  
received in the House of the Principal.  
Individual care and attention. For  
Particulars apply to

MISS RUTH CULLEY  
(Cambridge Higher Local).  
Cambridge Teachers' Diploma).  
MISS GERTRUDE TURNER  
(National Froebel Higher  
Certificate).

**MISCELLANEOUS**

YOUR VISITING CARDS neatly and  
promptly printed. "China Mail"  
Office, No. 3A, Wyndham St. Tele-  
phone Central 22.

**ALEXANDER'S INSTITUT DE  
BEAUTE**



For the best Permanent Finger &  
Marcel Waves. Hair Cutting and  
Manicure for Ladies &  
Gentlemen.  
Pavilion Bldg. 1st floor, Room 5  
Tel. C. 5189.  
Opposite entrance H.K. Hotel.

**PHOTO - SUPPLIES**

Kodaks and Cameras.  
Films, Plates and Papers, etc.  
Developing, Printing and  
Enlarging.  
**ZIESS and BUSCH  
FIELD GLASSES**  
Price Moderate.  
A Trial Order is Solicited.

**A. SEK & CO.**

Tel. No. C. 3459.  
24A, Des Voeux Road C.  
Hong Kong.

**GENERAL NOTICES**

**COMPAGNIE DES MESSAGERIES  
MARITIMES.**

ON AND AFTER the 7th April,  
1930, Mr. R. OHL will take  
over this Company's local Agency.  
L. LESDOS,  
Agent.  
Hong Kong, 7th April, 1930.

**THE CHINA LIGHT AND POWER  
COMPANY (1918), LIMITED.**

NOTICE IS HEREBY GIVEN  
that an Interim Dividend of  
Five per cent. on the paid-up  
Capital of the Company has this  
day been declared in respect of  
the financial year ending 30th  
September, 1930, and that such  
Dividend will be payable on MON-  
DAY, 12th May, 1930, on and after  
which date Dividend Warrants  
may be obtained upon application  
at the Head Office of the Com-  
pany, St. George's Building, Hong  
Kong.

The TRANSFER BOOKS of the  
Company will be CLOSED from  
MONDAY, 5th May, 1930, until  
SATURDAY, 10th May, 1930, both  
days inclusive.

By Order of the Board of  
Directors,  
SHEWAN, TOMES & CO.,  
General Managers.  
Hong Kong, 8th April, 1930.

**SPORT NOTICES**

**FAN LING HUNT & RACE CLUB.**

**STEEPLECHASES.**

**KWAN TI. SUNDAY, APRIL 13.**

First Race 3 p.m. Special Train  
leaves Kowloon 1.40 p.m. Return-  
ing from Fan Ling at 5.55 p.m.  
Fare for Round Trip \$2.00 includ-  
ing Admission to The Races.

**LAMMERT BROS.**

**AUCTIONEERS, APPRAISERS  
AND SURVEYORS.**

**Public Auctions**

THE Undersigned have received  
instructions to sell by Public  
Auction

ON  
FRIDAY, April 11, 1930,  
commencing at 11 a.m.,  
at No. 4, Granville Road,  
Kowloon.

A Quantity of  
VALUABLE HOUSEHOLD  
FURNITURE.

On View from Thursday, April  
10, 1930.

Terms:—Cash on Delivery.

LAMMERT BROS.,  
Auctioneers.

Hong Kong, April 9, 1930.

THE Undersigned have received  
instructions to sell by Public  
Auction

ON  
FRIDAY, April 11, 1930,  
commencing at 5.15 p.m.,  
at their Sales Room,  
Duddell Street.

A Valuable Collection of  
POSTAGE STAMPS

On View from Thursday, April  
10, 1930.

Terms:—Cash on Delivery.

LAMMERT BROS.,  
Auctioneers.

Hong Kong, April 8, 1930.

**YOU**

ARE INVITED TO INSPECT OUR  
STOCK OF  
ASIATIC, FOREIGN AND  
COLONIAL

POSTAGE STAMP  
IN SETS, SINGLE PACKETS,  
BAGS and in APPROVAL  
SHEETS.

**GRACA & CO.,**

Dealers in Postage Stamps,  
Philatelic Goods, Picture  
Postcards, Toys, &c.  
10, WYNDHAM STREET,  
P.O. Box No. 620, HONG KONG.

**PEPS**  
Strengthen  
the THROAT,  
CHEST  
& LUNGS.

**GOVERNMENT NOTICES**

**CURRENCY COMMITTEE.**

IT IS HEREBY NOTIFIED that  
the Currency Committee now  
conducting an inquiry with the  
terms of reference set out here-  
under is desirous of obtaining the  
views of as many interests in the  
Colony as possible; and all those  
who wish to present memoranda  
for consideration or to give evi-  
dence on the subject before the  
Committee are invited to send in  
their names or communications to  
the Secretary to the Committee at  
the Colonial Secretary's Office be-  
fore the 14th of April, 1930.

**Terms of Reference.**

- Is the present currency the  
most advantageous for the  
purposes of the trade of this  
Colony?
- In what respects, if any, is  
the present currency situation  
in the Colony unsatisfactory?
- If the situation is unsatisfac-  
tory in what way can it be  
remedied?
- Is the premium on notes over  
silver detrimental to the pros-  
perity of the Colony? If so  
can it be controlled and by  
what means?
- Is the linking of the currency  
with silver advantageous to  
the Colony? If so can it be  
more closely linked?
- Is it desirable in the interests  
of the Colony that the value  
of the dollar be stabilised? If  
so can any effective steps  
be taken to that end?

**REALISTIC**

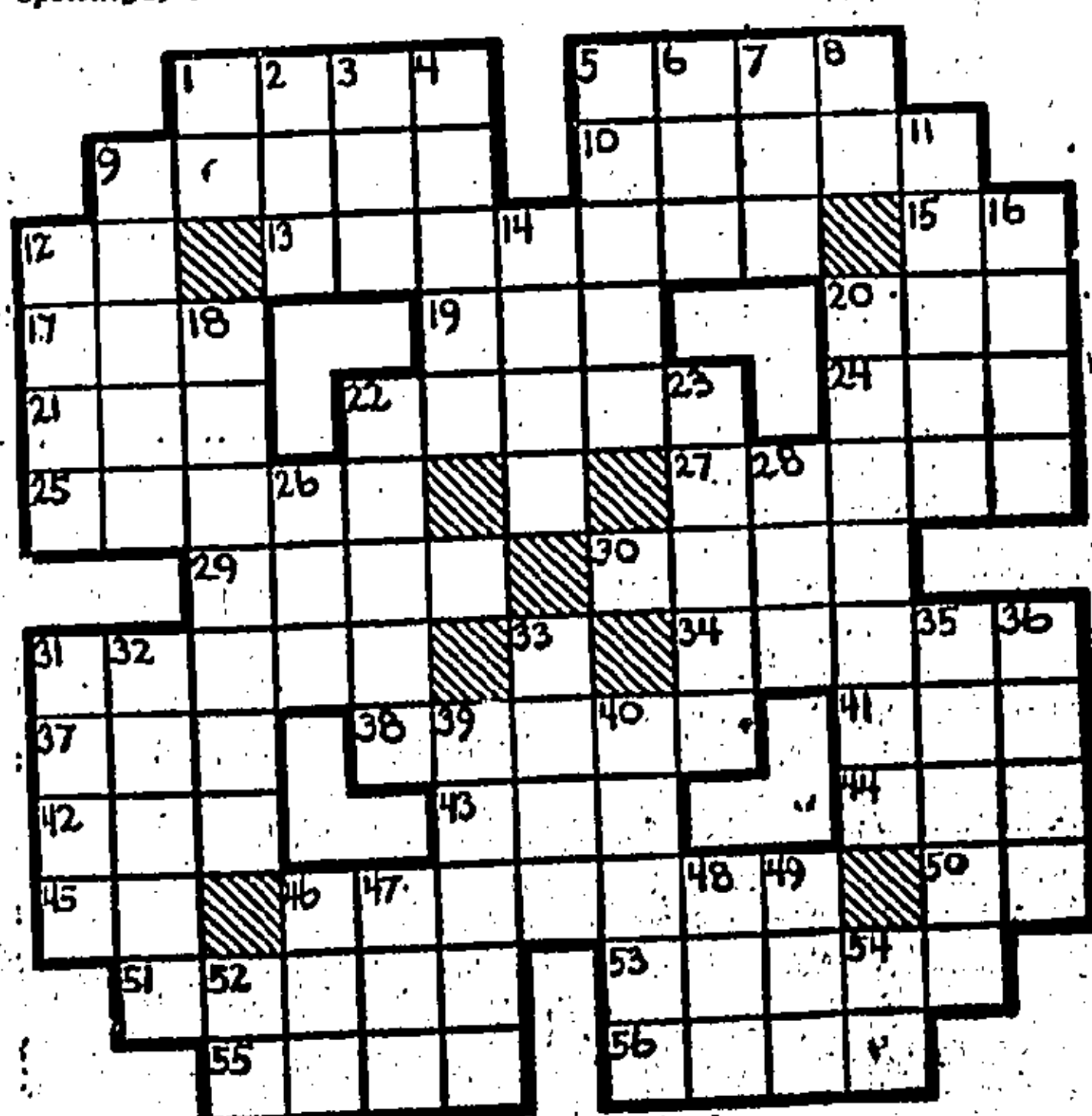
The realistic Method is al-  
together new, a new way of  
winding the hair, from the  
ends toward the scalp—a new  
wave—softer, smoother and  
more natural.  
Arrange TO-DAY to have  
your hair styled by the  
Wave or Reverse  
Wave Method.  
**YAYOI BEAUTY PARLOUR**  
20, Wyndham Street.

**YESTERDAY'S SOLUTION**

SETS  
O E R I A  
F L O R I D A  
P A R A G U A Y  
P A S Y A I T P A R  
O N L Y A I T M E T E  
N E E R Y C I R C S  
P U N U A F R I  
O D A M P T Y R E D  
U S E S Q U E C R U  
S T I R L I N G T O E  
G A N G I E R S E C T O R  
G A R E Y

**DAILY CROSS-WORD PUZZLE.**

(This cross-word puzzle has been made by an expert but  
our readers are warned to look out for occasional phonetic  
spellings, such as harbor, plow, and altho.)



**HORIZONTAL**

- Repair
- A Greek letter
- Alphabet (Spanish)
- Exist
- A fine china
- Name
- Liquid juice of  
plants
- Silence by force
- Attack
- Anger
- A flower
- Seed covering
- Appose
- Admits
- Emperor of Rome
- Clock face
- Island of West  
India
- To force a violent  
reply and nobly  
through the nose
- Monkey
- Omit

**HORIZONTAL (Cont.)**

- Boy's name (abbr.)
- Vapor
- Large sweet potato
- Senior (abbr.)
- Huge over
- Prize from
- Prunes
- Draway
- Ascend
- A kingdom in S. E.  
Asia

**VERTICAL**

- Pronoun
- Finish
- Knowing one
- Sediment of liquids
- A token of office
- Before
- Metal
- A lake
- Cleaver
- To bestow a perma-  
nent fund

**VERTICAL (Cont.)**

- Continent
- Battle
- Allowance by way  
of handicap
- A flower (pl.)
- Excuse
- An eagle's nest
- Life
- Ensign
- Large covered  
wagon
- Widow
- Alunder
- Latent
- Prone
- A large volume
- Pass, as time
- A lady (Italian)
- Roman number
- Millipede (abbr.)
- Boy's name (short)
- Mineral spring
- Halfpenny (abbr.)
- Post Master (abbr.)

(The solution of the above cross-word puzzle will appear in  
a separate issue along with a new cross-word puzzle.)

**HOME POLITICS.**

**Labour Flirting with  
Liberals.**

**TO FIGHT THE TORIES.**

London, Yesterday.

For the second time in a fort-  
night, Mrs. Snowden gave a lun-  
cheon at Downing Street yesterday  
to prominent Labourites and  
Liberals, including Mr. Lloyd  
George and Sir Herbert Samuel.

This has occasioned talk of a new  
Liberal-Socialist alliance, but it was  
definitely stated to-day that no re-  
ference was made in the speeches at  
the luncheon to any future Liberal-  
Labour political pact. The discus-  
sion centred solely on the practical  
details of a non-party campaign  
against what was described as the  
"insidious efforts of the protection-  
ists."

Free trade Conservatives will be  
invited to participate in an  
extensive campaign. Commander  
Kenworthy and Major Nathan  
have been appointed joint conveners  
of a committee to direct the cam-  
paign. The former declared to-day  
that Mr. Snowden and Mr. Lloyd  
George might well appear together  
on the same platform to advocate  
free trade.

Mr. Sperry, the Labourite member  
for Fulham West, is resigning on  
account of ill-health, and it is stated  
that no Liberal candidate is likely  
to be nominated for the consequent  
by-election.—Reuter.

**CAPE FLIGHT.**

London, Yesterday.

The Duchess of Bedford and  
Captain Barnard left Croydon  
aerodrome at 1.25 p.m. in a Fok-  
ker-Jupiter monoplane, in their  
attempt to fly to Capetown and  
back within eighteen days, and  
thus set up a new record.—Reuter.

**BOXING.**

**Police Fight the  
Somersets.**

**BUT NOT DISGRACED.**

An interesting boxing tournament  
in which members of the Hong Kong  
Police were opposed to men of the  
Somerset Light Infantry, was held  
in the gymnasium at Police Head-  
quarters last evening.

There was a large attendance  
which included H.E. the G.O.C.,  
Major-General J. W. Sandlands,  
C.R., C.M.G., D.S.O., the Hon. Sir  
Joseph Kemp, K.C., C.B.E., the Hon.  
Mr. E. D. C. Wolfe, C.M.G., and  
Lieut-Col. Little, D.S.O., O.C.  
Somersets.

Although the Police won only one  
of the ten bouts on the programme,  
they were by no means disgraced.  
All their men put up very sporting  
fights. There were only two knock-  
outs and one bout was stopped in  
the third round because L/S Russell  
of the Police was unable to continue.  
All the Somerset men deserved  
their wins because they were the  
more aggressive.

**Some Comment.**

P.C. Hensley put up such a good  
fight against Pte. Lloyd that the  
judges could not decide between  
them after three rounds and called  
for an extra round, after which the  
decision was given to Lloyd.  
Hensley did not deserve to lose, and  
a draw would have been a better  
indication of the abilities of the  
two men.

P.C. Clark scored a fine win over  
Pte. Jones. He exhibited a clever  
right which Jones could not avoid.  
Two good Police boxers, Hayes and  
Jesso, were unable to fight on  
account of illness.

Before the interval Warden Spoor  
gave a very fine exhibition of weight  
lifting and bar bending, which  
earned for him much applause.

Prizes were presented by the  
General after the tournament, and  
to every one's satisfaction, P.C.  
Hensley was awarded the best  
loser's cup.

All the bouts were of three rounds  
duration under I.S.B.A. rules.

**Results.**

The results of the fights were:—  
Lightweight: L/C. Cullen (S.L.I.)  
beat P.C. Drewery (H.K.P.) on  
points.

Welterweight: L/C. Adam  
(S.L.I.) K.O. L/S. Lamont  
(H.K.P.) in the third round; Pte.  
Pasco (S.L.I.) beat L/S. Nolan  
(H.K.P.) on points; Cpl. Sherston  
(S.L.I.) beat L/S. Stewart (H.K.P.)  
on points; Pte. Summersfield (S.L.I.)  
beat L/S. Russell (H.K.P.) fight  
stopped in the third round because  
Russell was unable to continue.

Middleweight: Pte. Lloyd (S.L.I.)  
beat P.C. Hensley (H.K.P.) on  
points after an extra round; P.C.  
Clark (H.K.P.) beat Pte. Jones  
(S.L.I.) on points.

Light Heavyweight: Pte. Morris  
(S.L.I.) beat L/S. Danbrowsky  
(H.K.P.) on points; L/C. Wood-  
house (S.L.I.) K.O. L/S. Boffin  
(H.K.P.) in the second round after  
two knock downs; Pte. Baulch  
(S.L.I.) K.O. L/S. Brand (H.K.P.)  
in the third round after two knock  
downs in the second round when  
Brand was saved by the gong.

**HOCKEY.**

The following will represent the  
Hockey Club "A" XI in a return match  
with the Y.M.C.A. to-day, at King's  
Park, at 5.15 p.m.:

W. Brownson, T. R. Rowell (Cap-  
tain), L. P. Nicholson, M. G. Mills,  
A. A. D. H. O. Davies, M. D. Scott,  
M. Turner, R. H. D. Wade, E. R. West  
and R. W. Sapsed.

The Y.M.C.A. team will be:—  
Atyeo, Rees, Mundy, Snelling, Allen,  
Mitchell, Martin, Smith, Ashton, Price  
and Tate. Bully off: 5.15 p.m.

The "A" XI will play the Somerset  
Light Infantry to-morrow at King's  
Park, 5 p.m. The team being as fol-  
lows:—

R. W. Sapsed, G. A. L. Plummer,  
L. A. R. Duncan, M. G. Mills, O. Butler,  
Dr. Uttley, Maj. Kerrich, T. R. Rowell  
(Captain), D. M. MacDougall, R. H. D.  
Wade and R. G. Edwards-Jones.

**STANDARD TIMES**

**Sunrise and Sunset in  
Colony**

Sunrise and Sunset in Hong  
Kong for April (Standard time  
of the 120th Meridian, East of  
Greenwich) are as follow:—

April	Sunrise	Sunset
10	6.09	6.41
11	6.08	6.42
12	6.07	6.42
13	6.06	6.42
14	6.05	6.43
15	6.04	6.43
16	6.03	6.42
17	6.02	6.44
18	6.01	6.44
19	6.01	6.45
20	6.00	6.46
21	5.59	6.46
22	5.58	6.48
23	5.58	6.48
24	5.57	6.47
25	5.56	6.47
26	5.55	6.47
27	5.55	6.48
28	5.54	6.48
29	5.53	6.48
30	5.52	6.49

**LARGE STOCK OF  
WINTER GOODS  
AT EXCEPTIONAL PRICES.**

**SWEATERS**

Woollen Waistcoats & Vests.

FELT HATS ..... From \$5.00 up.  
CAPS ..... From \$1.00.  
NECKTIES ..... In all Colours & Designs.  
GOLF HOSE ..... \$1.50 per pair.

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**SPECIAL COLOURED SUPPLEMENT**  
with PICTURES of all local events  
is given free in the

**OVERLAND  
CHINA  
MAIL**

**A WEEK'S PAPERS IN ONE.**

**LOCAL NEWS, CHINESE NEWS,  
and all the NEWS.**

*The Weekly paper that saves you  
the trouble of writing Home.*

The tragic explosion aboard H.M.S. Sepoy, which  
resulted in the death of six of the crew, is concisely recorded  
in this week's issue of the OVERLAND CHINA MAIL.

The OVERLAND CHINA MAIL also features a piquant  
case in which a Chinese Justice of the Peace in Singapore  
is charged with possession of opium. The defendant  
strongly denies the charge, and some illuminating  
discussions of Revenue Officers' alleged "methods" give  
added interest to the story.

Farewell ceremonies in honour of Sir Henry Gollan, who  
is leaving Hong Kong on retirement, are recorded in the  
OVERLAND CHINA MAIL, as is also a striking plea by Dr.  
Alexander Cannon (who is also to leave shortly) for unity  
between the Government and the University.

Knotty legal questions involved in a land deal where  
father and son were litigants were fully threshed out by  
the Chief Justice, who awarded judgment to the father.  
This case, with several others where knotty problems of  
law were solved, is a feature of the OVERLAND CHINA  
MAIL.

Banditry in China is still rife, one of the latest victims  
being Mr. Eric Scarlett, of Tientsin, who was attacked with  
a companion and killed.

The war outlook in the North continues to be rather  
obscure, but the latest news points to an attack on Marshal  
Yen and his allies being ordered by Marshal Chiang Kai-  
shek, with the Mukden Young General standing aloof. The  
latest developments are fully reported by cable in the  
OVERLAND CHINA MAIL.

Sports of all sorts, Home and local, are dealt with by  
the OVERLAND CHINA MAIL's staff of experts, and  
"Wombats" racing tips are earning him golden opinions.

There is no phase of the life of the Colony or of China  
that does not receive attention in the OVERLAND CHINA  
MAIL—the weekly paper that YOU MUST ORDER NOW.

Letters to relatives and friends in  
other parts of the world frequently  
fail to be written even by the most  
ardent correspondents. It is a  
kindly thought, therefore, to ensure  
that those away from the Colony,  
or folks at Home, should have an  
unfailing supply of Hong Kong  
and Chinese news every week—by  
means of a subscription to the  
"Overland China Mail."

Without any trouble of packing  
and worrying about the Post Office  
on your part, and at the cost only  
of \$2.75 for three months, the  
"Overland China Mail" will be  
sent Home for you every week. In  
the March of time the "Overland  
China Mail" has become the only  
weekly news budget which has a  
coloured pictorial supplement with  
local photographs. It is made just  
to people with any interest in  
whatsoever in Hong Kong, and  
many letters from Home, Australia,  
lia, and Canada testify to the keen  
pleasure and interest its weekly  
arrival brings.

For your folks at Home to re-  
ceive this weekly budget, or to keep  
yourself posted with affairs during  
your absence, all that you have to  
do is to drop a note to the "Over-  
land China Mail."  
The word "Overland" is a re-  
minder of the experience behind the  
production, it having been pub-  
lished since the early days of the  
Colony, to be sent OVERLAND  
because there was no Suez Canal,  
and that was the quickest route  
by which to get mail Home. In  
the March of time the "Overland  
China Mail" has become the only  
weekly news budget which has a  
coloured pictorial supplement with  
local photographs. It is made just  
to people with any interest in  
whatsoever in Hong Kong, and  
many letters from Home, Australia,  
lia, and Canada testify to the keen  
pleasure and interest its weekly  
arrival brings.

**READY TO-MORROW**

Mail via Suez closes at 10.30 a.m., April 12  
and via Siberia at 6 p.m., April 12.

**SINGLE COPY ..... 25 Cents.**

**INCLUDING SPECIAL COLOURED  
PICTURE SUPPLEMENT**

[Sold on the streets and at the bookstalls or you can send your  
subscription to the office.—H.K. \$13 per annum, or  
\$15 including postage abroad. Half-yearly  
or quarterly periods pro rata.]  
No. 3A, WYNDHAM STREET—PHONE C. 22.

**"THE OVERLAND CHINA MAIL."**





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## NEXT SAILINGS FROM HONG KONG

	For Shanghai & Japan	For Singapore & Europe
M.V. "ROMOLO"	Apr. 10	Apr. 10
S.S. "FIUME"	Apr. 26	Apr. 26
S.S. "VENEZIA"	May 11	May 11
M.V. "HIMALAYA"	Apr. 16	May 24

\* Cargo steamers only.

All dates are subject to alteration without notice.  
For Freight and Passages apply to:  
Queen's Building, DODWELL & CO., LTD.  
Tel. C. 1030. Agents.

# N.Y.K. LINE

REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING FROM \$83 TO \$120 ON SALE

**SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.**  
TATSUTA MARU Monday, 14th April.  
SHINYO MARU Wednesday, 23rd April.

**SEATTLE, VICTORIA via Shanghai & Japan Ports.**  
SIBERIA MARU Saturday, 19th April.

**LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.**  
ATSUTA MARU Saturday, 19th April.  
KASHIMA MARU Saturday, 2nd May.  
SYDNEY & MELBOURNE via Manila & Ports.  
AKI MARU Wednesday, 23rd April.  
KAGA MARU Wednesday, 21st May.  
BOMBAY via Singapore, Penang, & Colombo.  
AWA MARU Friday, 11th April.  
NAGANO MARU Wednesday, 16th April.

**SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.**  
HEIYO MARU Friday, 2nd May.

**SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.**  
HAKATA MARU Monday, 5th May.

**NEW YORK, BOSTON via Panama.**  
LISBON MARU Wednesday, 16th April.  
TSUYAMA MARU Thursday, 1st May.

**LIVERPOOL via Port Said, Constantinople, Genoa.**  
LIMA MARU Monday, 14th April.

**CALCUTTA via Singapore, Penang & Rangoon.**  
NAGATO MARU Tuesday, 15th April.  
PENANG MARU Tuesday, 29th April.

**SHANGHAI, KOBE & YOKOHAMA.**  
MORIOKA MARU (Mo direct) Sunday, 13th April.  
SUWA MARU Monday, 14th April.  
DAKAR MARU Wednesday, 16th April.

† Cargo only.

For further information apply to:—NIPPON YUSEN KAISHA.  
Tel. Central No. 292, 3821 and 3897. (Private exchange to all departments.)

# O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

**LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore**  
Colombo, Suez and Port Said.

**ALASKA MARU** Monday, 21st April.

**RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.**

**BUENOS AIRES MARU** Friday, 26th April.

**SANTOS MARU** Tuesday, 20th May.

**BOMBAY—Via Singapore & Colombo.**

**BURMA MARU** Saturday, 10th April.

**HONOLULU MARU** Sunday, 4th May.

**DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA—Via Singapore & Colombo.**

**MEXICO MARU** Saturday, 3rd May.

**CALCUTTA—Via Singapore, Penang & Rangoon.**

**BORNEO MARU** Sunday, 20th April.

**SEATTLE MARU** Monday, 6th May.

**VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from Shanghai.**

**ARIZONA MARU (from Shanghai)** Tuesday, 16th April.

**MELBOURNE—Via Manila, Brisbane & Sydney.**

**MELBOURNE MARU** Tuesday, 6th May.

**HAIPHONG—Via Hobeow & Pakhoi.**

**MENADO MARU** Thursday, 17th April, 10 a.m.

**NEW YORK—Via Japan ports & Panama.**

**JAPAN PORTS.**

**BATAVIA MARU** Thursday, 10th April.

**ANDES MARU** Thursday, 17th April.

**KEELUNG—Via Swatow & Amoy.**

**CANTON MARU** Sunday, 13th April, 8 p.m.

**HOZAN MARU** Sunday, 20th April, 8 p.m.

**TAKAO—Via Swatow & Amoy.**

**DELI MARU** Thursday, 10th April, Noon.

**TAKAO & KEELUNG.**

**BATAVIA MARU** Thursday, 10th April.

For further particulars please apply to:—OSAKA SHOSEN KAISHA.  
Tel. Central No. 4088, 4089, 4090. M. TAKEUCHI, Manager.

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## SHIPPING SECTION

### CUNARD LINE.

#### Resignation of Sir Thomas Royden.

Rugby, Yesterday.

Sir Thomas Royden announced his resignation as Chairman of the Cunard Company, which position he had held since 1922, at the annual meeting of the Company in Liverpool. Pressure of personal affairs was the reason, he said. He will continue to be a Director. He is succeeded by Sir Percy Bates, the Deputy Chairman.—British Wireless Service.

### In Communication with Certain Builders.

The Cunard Steam Ship Company announce that they are now in communication with certain ship-builders, regarding the building of a new liner for their Atlantic express service.

It is generally known that the Cunard plans for the construction of a new liner to replace the Mauretania have been under consideration for some time, and the above announcement confirms the opinion expressed recently that the contract for the new vessel might be placed sooner than anticipated.

Great interest will attach to the order, when it is finally placed, in view of the Cunard Line's reputation on the North Atlantic of maintaining the fastest ocean service in the world, at least until the placing on service of both the Norddeutscher Lloyd's new liners Bremen and Europa, with the re-engined Columbus. As mentioned in the report of the N.D.L. with the Bremen—and the Europa—the company "re-enters the Trans-Atlantic passenger service with high honours," and to meet the competition of these vessels the construction of a new Cunard liner is the natural sequel, even if the building of a vessel were not necessary, as it is, in the ordinary course of replacement. Incidentally, the value of fast vessels like the Bremen is evidenced in the report of the N.D.L., in which it is stated that that vessel contributed materially to the results for last year, having found favour with the travelling public.

Size and Speed.

With the knowledge that, when the directors of the company saw fit, the Cunard Line would place the order for a new vessel, there has been much discussion with regard to her probable dimensions and speed, and where she would be built. As yet, these details are still unpublished, although it may be expected that in both size and speed she will uphold the traditions of the company, while as far as propelling machinery is concerned, except for irresponsible suggestions, there has been no doubt but that she will be fitted with geared turbines, steam being supplied by water-tube boilers, for the Bremen and the new Canadian Pacific liners have shown the great strides that have been made by the use of higher pressures and higher temperatures in the steam propulsion of large liners.

Similarly as to the probable builders, the choice has, with reason, been narrowed down to probably two firms, Messrs. John Brown and Co., who built the Aquitania, and Messrs. Swan, Hunter and Wigham Richardson, Ltd., who built the Mauretania, with, it has been assumed, the odds slightly in favour of the former.

If, and when, all the new liners projected for the North Atlantic

### WARSHIPS IN PORT

British warships in port this morning were:—

In Basin of R.N. Dockyard: Tamar, Somme, Sepoy, Mochen.

North Arm: Sandwich, Bridgewater.

West Wall: Hermes.

In Dock: Seawolf.

No. 7 Buoy: Bruce.

No. 10 Buoy: Seraph, Stormcloud.

No. 11 Buoy: Sirdar, Sterling.

No. 13 Buoy: Thracian, Serapis.

Foreign men-of-war in port were:—

U.S.S. Borie.

U.S. gunboat Mindanao.

Chinese Gunboats Kien Yu, Hai Hu.

Portuguese Cruiser Adamastor.

French Gunboat Vigilante.

Italian Gunboat Sebastiano Caboto.

### U.S. WARSHIPS LEAVE.

The U.S.S. Black Hawk, Parrott, Edsall, Simpson and MacLeish left port shortly after noon yesterday for Shanghai.

The Mindanao and the Borie (which latter arrived here from Manila yesterday afternoon) remain here, although the Borie, which has been under repairs in the South, will probably leave for Swatow to-morrow.

The Mindanao is at present in Kowloon Dock for repairs.

### JAPANESE AT HANKOW.

Hankow, Yesterday.

A Japanese destroyer flotilla arrived at Hankow this morning. The Officers landed and were received by a number of prominent Japanese officials, but no Chinese officials were present.—Router.

### CONSIGNEES.

#### LLOYD TRIESTINO NAV. CO.

##### NOTICE TO CONSIGNEES.

Steamer, "VENEZIA-1"

From Trieste, Venice, Port Said, Suez, Aden, Karachi, Colombo, Penang & Singapore.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4th instant.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All claims against the vessel must be presented to the Underwriter on or before the 22nd inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst. at 10 a.m., by our surveyors Messrs. Godard & Douglas.

No Fire Insurance has been effected.

Bill of Lading will be counter-signed by

DODWELL & CO., LTD.  
Agents.  
Hong Kong, 7th April, 1930.

### SO NEAR AND YET —!

#### FORTUNE PROVED A FICKLE DAME.

##### ELUSIVE GOLD.

Ho Sun-cho, a well-dressed Chinese, was out on a fortune hunt yesterday. The fickle Dame smiled on him, but it was for a brief moment only, and thereby hung the tale which was told at the Police Court this morning to the Magistrate, Mr. A. W. G. H. Grantham.

Ho, notwithstanding his fine clothes, was poor. He had only ten cents in his pocket, which he invested in a scheme in the hope of getting a big return. He loitered about the Star Ferry Wharf at Kowloon for some time and his patience was rewarded when an opulent Chinese broker came in sight. This man had just returned from Sumchun, whether he had gone to make joss offerings at the tombs of his ancestors.

Cham Chuen, the broker, came back to the Colony with a broad smile, thinking that the sacrifices he had made would receive the favour of the gods, and that his business would henceforth grow to such a gigantic scale as to make him a very rich man.

The Gentle Ho.

He, however, did not reckon with his host, the gentle Ho. The latter sighted Cham and his eyes at once fixed themselves on a gold chain which was dangling from a button hole in the broker's outside pocket.

"Here is my chance," thought Ho, and he at once put his thought into action. Seizing the rich broker cross the first-class turnstile, Ho at once plunged down his last ten cent piece, and did the same.

Dame Fortune was certainly smiling on him. There was a crowd, and Ho had no difficulty in making his way immediately to the side of the broker. Then swift as lightning, his right hand stretched out and lifted the gold chain out of Cham's pocket. Dangling to the end of the chain was a gold watch and some jade ornaments. "Oh, what luck," soliloquised Ho.

The Turn of the Tide.

But it was just then the tide of fortune turned. Cham felt the tug, and looked round. He just managed to see the last link of the chain in the broad palm of Ho's hand. Without much ado, he seized Ho and shouted out "thief."

Ho dropped the tell-tale chain, and with a bang found which only an old-fashioned Mandarin could ever hope to equal, he quietly sauntered into the first class compartment of the Solar Star. There he sat down, and Cham after retrieving his property walked up to him and sat beside him.

As a Chinese would, Cham began to remonstrate with Ho, criticising the evil life he was living, and the attendant misfortune which would befall him.

Ho, quite indignant, told Cham to "shut up", and reminded the latter that he himself was just as good and opulent a gentleman as he was. They bantered away, until Traffic Inspector Beattie, who happened to be on board the same ferry, came up and told them to modulate their voices.

His Unenviable Record.

Cham then explained everything, and when the Solar Star came alongside the Hong Kong Pier, Mr. (Continued at foot of preceding column.)



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One ticket  
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The utmost in speed and comfort.

## CANADIAN PACIFIC

### NEXT SAILINGS

TO MANILA	TO THE PACIFIC COAST
E/ASIA .... 5 P.M. Apr. 18th	E/ASIA ... NOON, April 30th
E/CANADA . 5 P.M. May 7th	E/CANADA NOON, May 15th

WORLD'S GREATEST TRAVEL SYSTEM

## BRITISH WUCHOW LINE

APRIL SAILINGS.

DEPARTURE HOURS:  
Hong Kong 5.30 p.m. Wuchow 1.30 p.m.

S.S. "TAI HING"  
[1,068 tons—Capt. Trott.]

TUES. 15th	FRI. 25th
SUN. 20th	WED. 30th

S.S. "TAI MING"  
[649 tons—Capt. G. J. Spink.]

SUN. 13th	WED. 23rd
FRI. 18th	MON. 28th

For information apply to

### KWONG WING Co., Ltd.

87, Connaught Road West,  
Phone: Central 693.

## NATAL LINE OF STEAMERS

### FROM CALCUTTA & COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" .... Sails from Calcutta on or about 10th May.

Regular Passenger and Cargo Service to South African Ports.  
Through Bills of Lading issued from Hong Kong.

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Telephone Central 1030.

# BANK LINE LTD.

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UNITED KINGDOM & CONTINENT ..... ELLERMAN LINE

S.S. "CITY OF PEKIN" .... London, Rotterdam, & Hamburg ..... 9th May.

NEW YORK, BOSTON, & BALTIMORE ... AMERICAN & MANCHURIAN LINE

S.S. "CITY OF EVANVILLE" ..... 15th May.

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S.S. "TINHOW" ..... 16th April.

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Through Bills of Lading issued to Beira, Quilmaine, the Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For freight or passage on any of the above lines apply to:—

Telephone ..... Central 471.

### THE BANK LINE, LTD.



# P. & O.-British India Apcar and Eastern & Australian Lines

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STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,  
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA.  
AUSTRALASIA, INCLUDING NEW ZEALAND AND  
QUEENSLAND PORTS, AND RED SEA, EGYPT,  
CONSTANTINOPLE, GREECE, LEVANTINE  
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.  
(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
MAILWA	10,980	12th Apr. Noon	Marseilles & London.
*MIRZAPUR	6,715	23rd Apr.	Straits, Colombo & Bombay.
RAJPUTANA	16,568	26th Apr.	Marseilles & London.
KASHGAR	9,095	10th May	Marseilles, London, Hull, Rotterdam & Antwerp.
*NAGPORE	5,283	17th May	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.

\* Cargo only.

Frequent connection from Port Said for Passengers and Cargo to  
Constantinople, Piraeus, Smyrna and other Levant Ports by steamers of the  
Khedival Mail Steamship Co.

## BRITISH INDIA-APCAR SAILINGS.

	Tons	1930	Destination
*TALIA	10,000	15th Apr.	Singapore, Penang & Calcutta.
SHIRALA	7,841	28th Apr.	Singapore, Penang & Calcutta.
TAKIWA	7,930	9th May	Singapore, Penang & Calcutta.
TILAWA	10,095	23rd May	Singapore, Penang & Calcutta.

\* Calls Rangoon.

B.I. Apcar Line steamers have excellent accommodation for 1st  
and 2nd class passengers. All steamers are fitted with wireless and  
carry a qualified surgeon.

## EASTERN &amp; AUSTRALIAN SAILINGS (South).

	Tons	1930	Destination
NELLORE	6,853	2nd May	Manila, Sandakan, Thursday Island.
TANDA	6,956	—	Townsville, Brisbane, Sydney &
ST. ALBANS	4,600	4th July	Melbourne.

Regular monthly sailings from Hong Kong to Japan and Hong Kong  
to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Holo,  
Cebu, Kolambagan, Tawao, Timor, Darwin, or other ports en route at in-  
convenient offers.

Frequent connections from Australia with the following:—  
The Union S.S. Company's steamers to the United Kingdom via New  
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.  
The P. & O. Branch Service of steamers to London via the Cape.  
The New Zealand Shipping Company's steamers for Southampton and  
London via Panama Canal.

## \* SAILINGS TO SHANGHAI &amp; JAPAN.

	Tons	1930	Destination
KASHGAR	9,095	11th Apr. 8 a.m.	Shanghai, Moji, Kobe & Yokohama.
*BELTANA	—	13th Apr. Daylight	Shanghai, Moji or Kobe.
*KIDDERPORE	5,334	14th Apr. 4 p.m.	Shanghai, Moji & Kobe.
TAKIWA	7,930	17th Apr.	Amoy, Moji, Kobe & Osaka.
MITAWA	10,000	28th Apr.	Shanghai, Moji, Kobe & Yokohama.
TILAWA	10,095	28th Apr.	Amoy, Moji, Kobe & Osaka.
KHIVA	9,135	9th May	Shanghai, Moji, Kobe & Yokohama.
*LAHORE	8,304	10th May	Shanghai, Moji, Kobe & Yokohama.
RANPURA	10,001	23rd May	Shanghai, Kobe & Yokohama.

\* Cargo only.

All dates are approximate and subject to alteration without notice.  
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.  
Passengers for Rangoon must defray their own Hotel expenses at  
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All Cabins are fitted with Electric Fans free of charge.  
Steamers on London and Australian Lines are fitted with Laundries.  
Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received  
at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage, Freight, Handbooks, etc., apply to:—

MACKINNON, MACKENZIE &amp; CO.,

P. &amp; O. Building, Connaught Rd. C, Hong Kong.

Agents.

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## SIR C. CLEMENTI.

Public Welcome in  
Seremban.

## RACIAL GOODWILL.

Although Seremban may be said to rank third in importance of the towns which H.E. the High Commissioner has visited during his official tour of the F.M.S., Sir Cecil and Lady Clementi were given as warm a welcome as they have received anywhere by the official and unofficial population of the Negri Sembilan capital recently.

There was no ceremony when the special train, which had left Kuala Kangsar the previous night, arrived, although the station was prettily decorated. The acting British Resident, the Honourable Mr. Andrew Caldecott, was on the platform and Sir Cecil and Lady Clementi drove with him to the Residency, where they are to be the guests of Mr. and Mrs. Caldecott during their two days' stay in Seremban.

At ten o'clock H.H. the Yang di Pertuan Besar called officially on His Excellency and was followed by four Undangs. Shortly afterwards the High Commissioner and Lady Clementi, accompanied by the acting British Resident and Mrs. Caldecott, left to attend the public reception, passing on their way through an avenue half a mile long formed by boys from the Seremban schools.

On arrival at the impressive new building of the King George the Fifth School, a salute of seventeen guns was fired from a police battery and the royal salute and "God Save the King" were played by the M.V.I. band. The High Commissioner inspected a smart guard of honour provided by the Boy Scouts of Negri Sembilan, and Mr. Justice Burton, the Hon. Mr. Wong Yick-tong, chairman of the reception committee and member of the Federal Council, and Mr. A. Edmonds, secretary of the reception committee, were presented to him. The local members, men and women, of the Ex-Service Association of Malaya, were on parade, and the President and hon. secretary of the branch were also presented.

There followed the presentation of the leading Government officers stationed at Seremban.

**Distinguished Service.**  
The Hon. Mr. Wang Yick-tong, in his capacity as spokesman for the official community of Seremban, then rose and addressed the gathering as follows:—

On behalf of all communities resident in the State of Negri Sembilan it is an honour and privilege to me to extend to Your Excellencies, a warm and cordial welcome. The spontaneous outburst of enthusiastic greetings offered to Your Excellency by all are demonstrations which cannot fail to impress Your Excellency with the goodwill, respect and affection borne by us for you. Your exceptional abilities and ripe experiences gained during your career of a great many years and distinguished service as a Colonial administrator in various parts of the British Empire assure us of our future success, if any, being sympathetically considered. I respectfully beg to assure you that the many races in the State are peaceful, law-abiding citizens united in a bond of love and good fellowship. It would be superfluous on this occasion to reaffirm our loyalty and devotion both to the Ruler and the Government, which is steadfast and un-

## HONG KONG TIDE

The tide-table given below has been obtained by aid of the Tide-predicting Machine, which includes 40 components for the better prediction of tides, from the result of the analysis of the tidal observations taken at the Kowloon tidal observatory under the direction of Dr. Döberck during the years 1887, 1888 and 1889.

The times and heights are given for Kowloon; but they may be used for the Victoria Naval Yard and Aberdeen, the differences being very small.

The times of high and low-water must not be considered to coincide with the times of slack-water and change of current, the two phenomena being quite distinct.

April 10 to 16, 1930.

DATE	HIGH WATER	LOWER WATER
April	Standard Times	Standard Times
Thurs. 10	4.5 m 1.8	1.7
Fri. 11	5.4 m 2.4	1.3
Sat. 12	6.3 m 3.0	0.9
Sun. 13	7.2 m 3.6	0.5
Mon. 14	8.1 m 4.2	0.1
Tues. 15	9.0 m 4.8	0.7
Wed. 16	9.9 m 5.4	1.3

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HONG KONG TO SYDNEY—19th DAYS.

Steamers	Due Hong Kong	Due to Sail
CHANGTE	11th April	18th April
TAIPING	13th May	20th May
CHANGTE	10th June	17th June
TAIPING	11th July	18th July

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8th MAY, 1930

for

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AND HAMBURG.

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DODWELL & CO., LTD.  
Agents.

werving. That God will bless Your  
Excellency and your gracious consort  
with good health and happiness is our  
earnest prayer.

## The Address.

The address read as follows:—

"We, the undersigned, representing  
the various communities of the State  
of Negri Sembilan, are happy to have  
the opportunity of cordially welcoming  
Your Excellency and Lady Clementi on  
the occasion of your first official visit  
to the State. Nothing more emphatic-  
ly impresses us than the fact that in  
spite of the manifold and important  
matters which require your personal at-  
tention you are still able to visit the  
country so soon after your assumption  
of office, and acquire a first hand know-  
ledge of the country and its people com-  
mitted to your charge. Indeed the at-  
titude displayed by you clearly points  
to the keen and lively interest in the  
welfare of this country taken by you.

We are confident that your vast and  
comprehensive knowledge of adminis-  
tration, gained by you in other parts  
of the British Empire, coupled with  
your deep knowledge of Chinese, will  
be of inestimable value to you in  
Malaya, where Chinese form an im-  
portant part of the population. It is  
pleasing to record that hitherto the re-  
lationship between the cosmopolitan  
population of Malaya and Government  
has been harmoniously maintained.

This happy state of affairs is attri-  
butable to the impartiality and in-  
tegrity shown by the responsible Gov-  
ernment officers.

"Under Your Excellency's adminis-  
tration we are firmly convinced that  
this happy state of mutual goodwill  
will be strengthened, thereby conduc-  
ing to the future development and  
prosperity of the country and benefit to  
the people in general.

"In conclusion we pray that you,  
Lady Clementi and your family, will  
be blessed with the best of health while  
in Malaya."

## His Excellency's Reply.

His Excellency replied as follows:—  
"I have listened with great pleasure  
to your kind words of welcome on the  
occasion of my first visit to the State  
of Negri Sembilan, and I value your  
address not merely because of the senti-  
ments which were expressed towards  
myself, but even more because, signed  
as it is by representatives of many  
different races, I see in it a sample of  
the mutual understanding and mutual  
goodwill existing amongst all the differ-  
ent people who are here met in busi-  
ness, and in industry, and in the com-  
mon endeavour to make life healthy  
and happy, useful and virtuous."

"Another visible sign of inter-racial  
companionship was the guard of honour  
of Boy Scouts that greeted me outside  
the entrance.

"I am happy to hear of the friendly  
relationships which exist between the  
people and the Government of this  
State. You have attributed them in  
your address to the impartiality and  
integrity of the Government officers,  
but that can only be half the truth.  
There must be on the part of the  
public an energetic response to these  
qualities, and no seed, however fertile,  
can grow in barren soil.

"Few can appreciate better than  
Government officers how essential to  
good administration is the active and  
intelligent support of the leading men  
outside the Government service. There  
are in Malaya many opportunities of  
living such support to the Government  
by serving on Health, Sanitary and  
Licensing Boards, Advisory Committees  
and other similar bodies, and I want  
to take this opportunity of thanking  
all those—for they are not often thank-  
ed—who, by their attendance on offi-  
cial and semi-official committees and  
boards, subordinate private business  
to public duties.

"Permit me also, standing as I do in  
this new and spacious school, to express  
the hope that improved educational

facilities will produce worthy successors  
of these honoured pioneers in whom  
the force of personality and the vigour  
of self-help compensated for any lack  
of educational advantages.

"I only arrived in Seremban this  
morning, but there is one thing I have  
noticed already, and on which I should  
like to congratulate you. I refer to  
your open spaces and playgrounds.  
These are proof of foresight by your  
town planners in the past, and I hope  
you will treasure their example and be  
guided by it in the future. On behalf  
of my wife and myself I thank you  
very sincerely for your welcome."

His Excellency and Lady Clementi  
then left the hall, being given three  
hearty cheers and a "tiger" as they  
did so.—Malay Mail.

## PASSENGER LIST

## DEPARTURES

Per Empress of Russia on April

9:—

W. F. Alexander, J. Alexander,  
E. D. Bush, Mrs. H. G. Barton, Mrs.  
L. F. Blodgett, Master M. C. Bishop,  
Mrs. D. M. Bigger, J. M. Barron,  
K. M. Crawley, Miss C. Creighton,  
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D. Coffin, Master Coffin, N. Clark,  
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Core, Hon. Mr. T. G. F. and Mrs.  
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Dudfield, Mr. and Mrs. J. C. Dysart,  
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W. R. Glens, A. J. Gould, Mrs.  
L. S. Greenhill and family, J. Gow  
Gemmell, Master Gay, Miss B. Gay,  
L. A. Green, Sir Henry Gollan, Dr.  
J. C. Heyligers, Capt. E. S. Hillman,  
Dr. H. F. Hunderford, S. G. Holmes,  
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Dr. J. H. Montgomery, F. A.  
Neumann, Miss D. M. Nissim, Mr.  
and Mrs. W. C. Probert, Mrs. D.  
Purves, Miss M. Purves, Miss P.  
Purves, Mr. and Mrs. J. T. Poore,  
Mrs. Eldon Potter, Sir Henry and  
Lady Pollock, A. Percy, D. Peter-  
son, Miss Ridway, Mr. and Mrs. A.  
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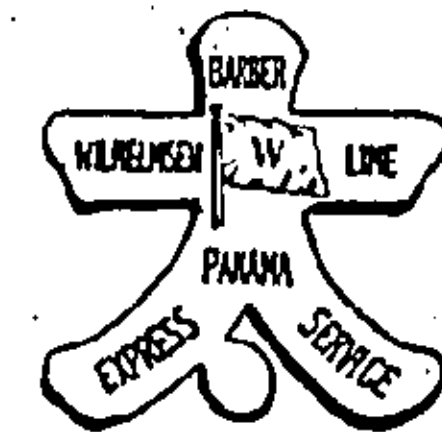
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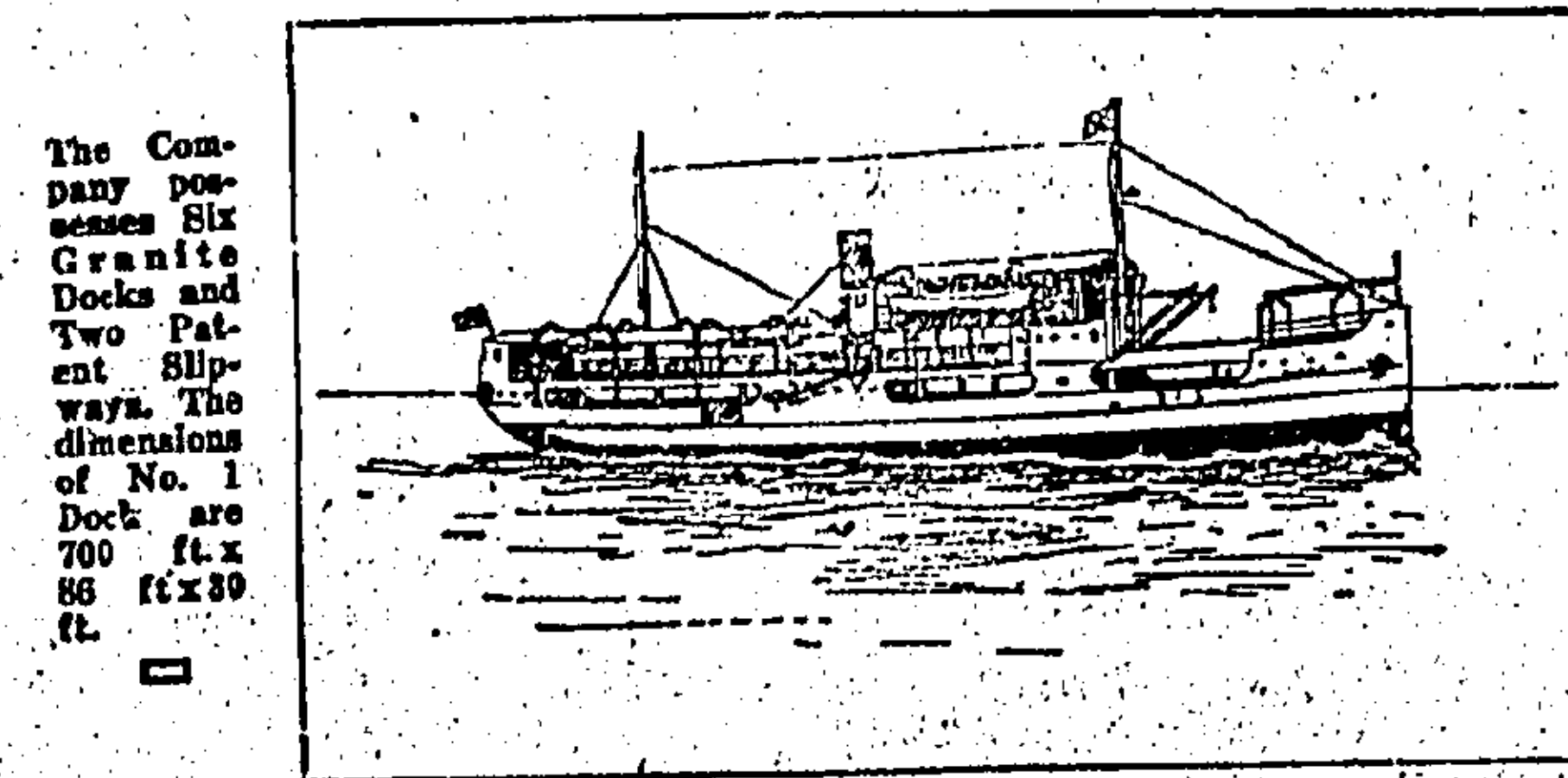
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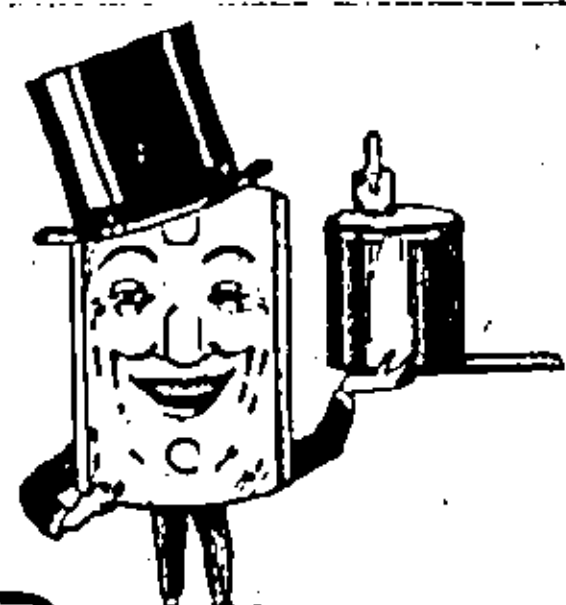
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Published by  
The Newspaper Enterprise, Ltd.  
Printers & Publishers,  
No. 3A, WYNDHAM STREET,  
HONG KONG.

TELEPHONES—

Office: Central 22.  
Editorial: Central 4641.  
Cable Address:—Mail, Hong Kong.

All communications should be  
addressed to the Newspaper En-  
terprise, Ltd., to whom all remi-  
tances should be made payable.

London Offices:—The Far East-  
ern Advertising Agency (London),  
L.L., 36-38, Southampton Street,  
Strand, W.C.2.

Hong Kong, Thursday, April 10, 1930.

## NAVAL DISASTER.

The men who were killed in the  
explosion on H.M.S. Sepoy on  
Tuesday died, as it will probably  
go down in the ship's log, "in the  
performance of their duty." It

was an honourable death, if not  
an heroic one; not heroic because  
it came suddenly and without  
warning, so that we may feel  
gratified to know that to most of  
the victims the end was without  
pain. It was an accident and, as  
such, must have had a cause.

The nature of that cause, which  
at the moment is not known, will  
probably be determined when the  
Admiralty enquiry is made. It  
may have been due to negligence  
on the part of one man or several  
men, either in the munitions  
factory or in the manner in which  
it was handled. It requires little  
technical knowledge to perceive  
the truth of the old rhyme—  
"Through loss of a nail a battle  
was lost." As was shown in  
many instances during the War,  
the careless arrangement of the  
charge in a shell, an error in  
adjusting the delicate machinery  
of a timed bomb, led to a number  
of disasters which not always  
found their way into the news-  
papers. Where the fault is due  
to the manufacture of the ex-  
plosive machine, it is well nigh  
impossible to trace the person  
responsible. Although the super-  
vision in explosives factories is  
both keen and thorough, credit is  
sometimes given to and reliance  
placed in trusted employees of  
long service and experience. Here  
we come into contact with the root  
of all action, the human element.  
A man may make a mistake  
through ill-health, laziness, or

pre-occupation with a contem-  
porary matter; it may even have  
been made by the chemist before  
him. But these desiderata not-  
withstanding, a man whose work  
lies in the manufacture of such  
dangerous materials must feel a  
grave burden of responsibility  
and, if he be honest, realise that  
he may be, directly or indirectly,  
responsible for any fatal accidents  
that may occur. The lives of hun-  
dreds of able-bodied men are in  
his hands, actually and not  
figuratively, for it is with his  
hands as well as his brain that he  
creates the infernal machines. It  
is a hard task to impose on the  
conscience, perhaps, but a man  
who realises his duty to his  
fellowmen should never continue  
a task fraught with so many  
dangerous possibilities unless he  
feels, in himself, that his brain  
and hands are working in perfect  
co-ordination. Supervision, how-  
ever penetrating, can never be in-  
fallible, and a certain amount of  
trust must be placed in the in-  
dividual. If he fails to live up to  
that trust he cannot be said to be  
doing his duty. Better to starve  
them to perform such a work in  
the knowledge of inefficiency.

The accident has naturally cast  
a gloom over all ranks of the  
Royal Navy, which has lost by  
the deaths of six of its personnel  
men who were comrades in a not  
overpaid or always enthralling  
task. It has likewise been a  
matter of very sincere regret  
amongst the public, which is al-  
ways appreciative of the work of  
the Navy in peace and in war.  
Indeed, it has often been felt and  
expressed by humanists that work  
the nature of which is potential of  
danger, such as coal mining and  
service in the Royal Navy and the  
Merchant Marine, should be as  
highly paid as any trade or pro-  
fession. But it is the pleasure of  
those that ordain in these  
matters, apparently, to consider  
the brain of greater economic  
value than the body. That, and  
the question of which serves  
better the community, cannot be  
decided here.

The emotion evoked by the ac-  
cident is largely, apart from the  
initial shock such events always  
bring in their train, one of sorrow  
for the bereaved relatives. But  
sorrow in itself, though consider-  
ed a virtue akin to altruism, and  
good for the soul, is of little prac-  
tical value unless it be directed to  
a definite end. We may presume  
that the widows and dependants  
of the victims will be compensated  
by the Admiralty, but these  
official awards are often little  
more than acts of recognition, and  
hardly compensate the recipients  
for the loss of lives that repre-  
sent security and comfort.

There is an opportunity here for  
the public of Hong Kong to show  
the sincerity of its regret by  
subscribing to a fund in aid of  
these unfortunate dependants,  
and the China Mail shall be glad,  
in the absence of action by any  
other section of the public, to re-  
ceive contributions for this fund,  
particulars of which will be found  
on the front page of to-day's  
issue. We understand that a  
charity football match has already  
been arranged for the benefit of  
the bereaved relatives, which  
could form the nucleus of a gen-  
eral public fund. We shall be  
glad to know the views of our  
readers.

## News in Brief

Yesterday one case of typhoid  
fever, one of smallpox, and one of  
diphtheria were notified. All were  
Chinese.

Mr. J. D. Minhinnette, of 2,  
Ashley Road, has reported to the  
Water Police Station that some per-  
son between April 4 and April 7  
stole a blanket, valued at \$10.

A report was made to the Police  
that a passenger on board the  
Empress of Russia named  
Jefferson Mosley was missing from  
the ship from 9 a.m. yesterday.

The comrade of the s.s. Foo  
Lee reported to the Police yesterday  
that on Sunday a thief entered the  
"T" hold of the vessel and stole  
three bags of green peas worth \$35.

The forthcoming wedding is  
announced of R. D. Gall, engineer of  
the China Navigation Company's  
s.s. Kalgan, and Hilda Marie  
Martins, en route to Hong Kong  
from Australia by the s.s. Taiping.

Convicted on a charge of the  
larceny of three planks of wood,  
from the Wah Cheung Building  
Contractors, at Chatham Road, two  
Chinese, one stated to be an em-  
ployee of the Hong Kong Excava-  
tion, Construction and Pile Driving  
Co., were at the Kowloon Magis-  
tracy this morning sentenced to six  
weeks' hard labour each.

## CHEAPER LIVINGS?

Prof. Wan Wan San  
Shows Us How.

SOMETHING OUT OF NOTHING

If one could fish cigarettes from  
thin air, and not a number of birds  
from the same source, the cost of  
living would be reduced to almost  
nothing. But, surprising it may  
sound, this was achieved by Pro-  
fessor Wan Wan San last night in  
the Theatre Royal.

The Professor and his troupe of  
wonder workers gave an excellent  
performance, and literally held the  
audience in a trance from the start  
to finish.

The programme was varied and  
every item was a novelty in its own  
way. The Professor, with his  
piquant English, was most enter-  
taining. With nothing in his hand  
and no cigarettes in sight, yet they  
floated to him one after another.  
After gathering about a dozen of  
them, the Professor threw them out  
to the audience for them to sample.  
They were all genuine!

Then he waved a fish net in his  
hand until a beautiful white pigeon  
came into being. And not satisfied  
with one bird, this versatile  
magician netted four—as to make  
a good meal, he said.

The audience was then treated to  
a display of splendid juggling and  
acrobatic stunts. Mr. Mok Man-  
hing, a student of the Eastern  
Black Art, also gave an excellent  
turn. The great Dr. Nicholas and  
Houdini—had they been present—  
might have envied this mystifying  
magician.

## The Iron Boy.

The most pleasing aspect of last  
night's performance was the fact  
that with the exception of the Pro-  
fessor and Mr. Mok, the other per-  
formers were boys and girls. The  
Iron Boy, for instance, was easily  
the star among them all. Breaking  
a pile of three thick bricks on his  
jaw, and then lying on a bed of iron  
spikes and having a huge piece of  
granite broken on his chest, is a  
feat not easily accomplished even by  
the great Sandow.

Other items, all equally good, in-  
cluded spear dodging, sword dance  
and the death leap.

Throughout the performance  
music was supplied by a Filipino  
orchestra. Altogether it was a  
night well spent, and it is pleasing  
to announce that the performance  
will be repeated to-night.

Sir Herbert Walker, general man-  
ager of the Southern Railway, has  
expressed the view that a Channel  
Tunnel would be a benefit to the  
railway, but a disadvantage to the  
nation.

SEPOY VICTIMS'  
FUNERAL.IMPRESSIVE SERVICE AT  
CEMETERY.

BEAUTIFUL TRIBUTES.

Amidst the deep quiet of the evening,  
whilst over one thousand men stood  
with bared and bowed head, the bodies  
of the six victims of the accident  
aboard H.M.S. Sepoy were laid to rest  
by Service colleagues in the Naval and  
Military portion of the Protestant  
Cemetery at Happy Valley, yesterday  
afternoon.

The funeral, which was, of course,  
accorded full Naval honours, was most  
impressive in its solemnity, the scene  
at the graveside when the Rev. G. H.  
Hewitt, R.N., read the service being one  
that will long linger in the memory.  
The voice of the Chaplain carried clear-  
ly to all sections of the large gathering,  
whilst the profusion of colour in uni-  
forms and in the great mass of wreaths  
blended most harmoniously with the  
restful green of the sequestered hill-  
side.

## A Long Procession.

The funeral procession had earlier  
lined up outside the Royal Naval Hos-  
pital, the six gun carriages being drawn  
by men of the 8th Destroyer Flotilla.  
Headed by the firing party, with arms  
reversed, and then a Marine Band  
with drums draped, the procession  
marched slowly past the Monument.  
Following the gun carriages was an  
escort in which every warship in har-  
bour was represented including the  
Vigilante (French), Mindanao (United  
States of America), Adamastor (Por-  
tuguese) and Sebastiano Caboto  
(Italian).

Besides this there were many Naval  
commissioned and warrant officers, to-  
gether with men from all the military  
units in the garrison, the Royal Air  
Force, Police Force, and members of  
the Service and the general public who  
joined in at the Monument. The whole  
procession was over half-a-mile long.

Arriving near the cemetery the Band  
played Chopin's "Funeral March,"  
after which the coffins were lifted from  
the gun carriages and carried into the  
cemetery.

## Last Rites.

After the solemn service and  
committal prayers came three volleys  
from the firing party, the "Last Post,"  
and "Reveille," and finally the "present  
arms" from the firing party, with the  
whole assembly standing to attention  
and officers at the salute.

## The Mourners.

Among those present were Capt.  
Swayne, A.D.C. to His Excellency, the  
Officer Administering the Government,  
Capt. D. R. M. Cameron, A.D.C. to His  
Excellency Major-General J. W. Sand-  
lands, Captain Mark-Wardlaw (Cap-  
tain of the Destroyer Flotilla), En-  
gineer Captain Aitkenhead (Fleet En-  
gineer Officer) and the commanders of  
destroyers in harbour including Com-  
mander J. M. Porter (H.M.S. Scapila),  
Commander Verc-Smith (H.M.S.  
Thetis), Lieut. Commander Cressley  
(H.M.S. Semmel), Lieut. Commander  
Crawford (H.M.S. Sirdar), Pay  
Master Lieutenant Commander  
Pamerey and Commander Binney,  
secretary and staff officer respectively  
to the Rear-Admiral; Wing Comman-  
der Steele-Perkins; Mr. W. Stoddart,  
G. Gunner, Mr. F. Barnes, Bos'n, Mr.  
H. J. Peters, Signal Bos'n, Mr. P. H.  
Olding, Warrant Telegraphist, and Mr.  
H. Dewey, Commissioned Gunner, all  
of H.M.S. Hermes; Mr. E. D. Scrivens,  
Commissioned Gunner, Mr. A. Tink,  
Commissioned Shipwright, Mr. F. G.  
Dunker, Warrant Telegraphist, and  
Mr. S. W. Ford, Warrant Master at  
Arms (H.M.S. Tamar); Mr. G. E.  
Williamson, Commissioned Gunner and  
Mr. W. S. McMath, Warrant Engineer  
(H.M.S. Sandwich).

Others present included Mr. F. Smith  
and Mr. A. Male, representing the  
Naval Armament Department, Naval  
Yard, Mr. C. Brown, chief of the con-  
structional department, Naval Yard,  
Mr. Benham, electrical engineers' de-  
partment at the Naval Yard, Mr.  
F. H. Haynes, Army Ordnance Depart-  
ment, and Mr. Jas. T. Dobbie (China  
Mail and Sunday Herald).

It is understood that a younger  
brother of the late A. E. Smith was  
among those at the funeral.

## Beautiful Wreaths.

There were several hundred wreaths  
which included the following:—H.E.  
the Officer Administering the Govern-  
ment (the Hon. Mr. W. T. Southern,  
C.M.G.) and Mrs. Southern, Comman-  
der-in-Chief and Lady Walstell,  
Rear-Admiral R. A. S. Hill and Officers  
of H.M.S. Tamar, General Officer Com-  
manding, South China (H.E. Major-  
General J. W. Sandlands), Staff and  
Officers, Headquarters, Commanding  
Officers, Officers and Ships' Companies  
of H.M.S. Hermes, Bruce, Somme,  
Sepoy, Starling, Stormcloud, Thetis,  
Scapila, Sirdar, Herald, Scapila, Mar-  
sion, Tarantula, Moth, R.F.A. Franco,  
Wing-Comdr. A. H. Steele-Perkins,  
Officers and Airmen of H.Q. Flight,  
H.M.S. Hermes, Seamen and Airmen  
of the R.A.F. Base and the Fleet Air  
Arm Units, S.M. 15, Naval League.

Officers and other ranks, Somerset  
Light Infantry, 2nd Batta. Argyll  
and Sutherland Highlanders, Royal En-  
gineers, Royal Artillery, Commander of  
Dockyard and Staff, Chief Constructor  
and Staff, Chief Engineer's Depart-  
ment, Superintendent Electrical En-  
gineer and Staff, R.N. Torpedo Depot  
(Kowloon), R.N. Dockyard Recreation  
Club, Royal Naval Yard Police, Mem-  
bers of Agreement Employees' Asso-  
ciation, H.M. Naval Dockyard, Inspector-  
General of Police and members of the  
Police Force, Upper Levels Police Sta-  
tion, Garrison Sergeants' Mess, Police  
Recreation Club.

Officers and members of the follow-  
ing R.A.O.F. Lodges—Oriental Lodge,  
No. 3254, Far East Lodge, Grand Coun-  
cil, P.O. Lodge and Albert Lodge,  
Council of the Fairies Lodge, Sincerity  
Lodge, Grand Council, St. James  
Obituary Lodge, Committee and mem-  
bers of the R.A.O.F. Club.

Atlantic Petroleum Co. (S.C.), Ltd.,  
Hong Kong Yacht Club, Naval and  
Military Y.M.C.A., British Women's  
Association of Shanghai, China Mail  
and Sunday Herald.

There were also wreaths from the  
foreign warships in port: Vigilante  
(French), Mindanao (American),  
Adamastor (Portuguese), and Sebas-  
tiano Caboto (Italian).

## All Young Men.

The names and ages of the victims  
were as follows:—  
Gunner L. G. Reed (31).  
P.O. Walter Belderson (31).  
A.B. Thomas Edward Smith (20).  
A.B. James Noel Redmond Cooper  
(27).  
A.B. William James Angus Draper  
(22).  
A.B. Robert William Heywood (21).

His Majesty's Sympathy.  
An official statement issued this  
morning states that a message has been  
received to the effect that H.M. the  
King has directed that enquiries be  
made on his behalf as to the condition  
of those injured on board H.M.S. Sepoy.  
A reply has been made deeply regret-  
ting to report that the deaths of the  
one officer and five of the six ratings  
injured have taken place.

The sixth rating injured, P.O.  
Reginald John Pitt, O.N. J1567, is pro-  
gressing favourably.

## American Sailors' Message.

The following messages have also  
been exchanged.  
From Squadron Commander, U.S.S.  
Black Hawk, to Rear-Admiral, Hong  
Kong.

"The Commanding Officers and men  
wish to thank all the British Officers  
and men for the many courtesies ex-  
tended to the squadron during its stay  
in Hong Kong. This squadron extends  
to the Sepoy its sincere sympathy in  
connection with the unfortunate ac-  
cident which occurred yesterday."

The following reply has been sent  
to Squadron Commander, U.S.S. Black  
Hawk from the Rear-Admiral, Hong  
Kong.

"Very many thanks for your kind  
message from Commanding Officers and  
men. We wish you good luck and bon  
voyage."

## J.P. CHARGED

(Continued from Page 1.)

Continuing, his Worship said he  
was afraid Mr. Strellett could not  
convince him that the onus was  
not thrown on the defence under  
the present action to prove his  
innocence.

Mr. Strellett: "With the excep-  
tion that the common law makes,  
I suppose."

Mr. Lindsell: But the Ordinance  
is the exact opposite of the com-  
mon law rule.

## Presumption.

Dealing with the question of  
presumption Mr. Strellett asked  
for guidance on the point, from  
the bench.

Mr. Lindsell said that in his  
opinion the presumption of the  
Ordinance went beyond every  
other assumption.

In his final appeal to the bench,  
Mr. Strellett said that he would  
submit that the prosecution had  
discharged their duty and further  
that the defendant had satisfied the  
Court on practically every point.

The defendant had associated  
himself with the luggage closely.  
He had admitted that he was in  
possession from the beginning to  
the end. "His answer to your  
Worship is that it was not worth  
his position and the little things  
that he has gathered up by a life  
of hard work, to go and walk into  
this trouble. I ask your Worship  
to say that he has given a reason-  
able explanation and that he  
is entitled to be discharged. I  
would remind your Worship that  
this is the first case under the  
new Ordinance and the public  
wants to know what the attitude  
of the Court is. The public ex-  
pects to hear from this Court what  
you have to say with regard to  
this question of presumption under  
the new Ordinance."

Mr. Strellett also pointed to the  
fact that certain people were not  
stopped by the Revenue Officers.  
"Whatever view your Worship  
takes with regard to this case it  
is hoped that you will express  
some opinion on the fact that this  
very valuable evidence was not  
brought to court."

## Case One of Facts.

Mr. Lindsell: Throughout this  
case I have made myself clear.  
The case is entirely one of  
facts and not of law. I do not  
propose to make any further com-  
ment except to say that on the  
evidence as given by Inspector  
Lannigan this morning, I cannot  
conceive that the defendant could  
be such a fool as to have brought  
this luggage on to the wharf.  
Defendant is therefore discharged.

## Ten Years Ago

[From the "China Mail,"  
April 10, 1920.]

To-day's dollar is worth 4/- 8½d.

The Peak Tramway fitters quit  
yesterday. The engineers, it is said,  
are still staying on.

We also hear that the men at the  
Wanchai Power Station of the Hong  
Kong Electric Company, quit last  
night and that the mechanics at the  
North Point Station struck this  
morning.

The Wanchai Power Station is  
now being manned by members of  
the Royal Engineers, and that the  
North Point Station is being op-  
erated by men from H.M.S. Cairn.



## WAR ON DISEASE COMMENCED.

Y.M.C.A. Spreads Health Propaganda.

## "LIFE AND HAPPINESS."

A strenuous war on disease in general by educating the populace was commenced yesterday, when the Chinese Young Men's Christian Association inaugurated their Health Week.

A most interesting and instructive lecture was delivered by the Hon. Dr. A. R. Wellington, Director of Medical and Sanitary Services, at the conclusion of which Mr. M. K. Lo addressed the gathering in Chinese.

The chair was taken by Dr. Chau Wai-cheung.

The Hon. Dr. Wellington in the course of his lecture said that to help the public to develop a "sanitary conscience" was probably the most urgent of all sanitary problems.

"In this life health and happiness are closely related and life without happiness is not worth much. People do not live unhealthy lives and court sickness by choice; it is because they lack sanitary knowledge," said the lecturer.

He went on to say how the public could best be educated and made to develop a sanitary conscience was by means of co-operation.

## Co-operation Urged.

Co-operation, he said, was independent of race, rank, creed, occupation or wealth. But co-operation was impossible unless there was mutual understanding, trust and goodwill. Co-operation would break down immediately when one party became suspicious of the good intentions of the other.

The lecturer, after dealing exhaustively with good and bad microbes, the resistance to disease, immunity, prevention of disease, went on to deal with medicine in general. The terms Western and Eastern medicine, he added, created a false impression on the mind. There was only one scientific medicine and neither East nor West had any monopoly concerning it.

Speaking on the control of small-pox, Dr. Wellington said that humidity and temperature had a great influence on the small-pox virus.

## Inhuman Indifference.

"Considering its high infectivity, its terrible disfigurement and the frequency of fatalities, the indifference shown by the Hong Kong Chinese to the presence of cases in their midst is absolutely amazing."

## How It Spreads.

In 1923 there were nearly double the number of cases there were in 1916 and only 8 per cent. of them were notified.

The following list speaks for itself:

Year	Cases	Percentage notified
1923	1,320	8.0
1924	913	2.4
1925	66	
1926	49	
1927	149	
1928	616	3.96
1929	977	5.83

## Mr. Lo's Address.

Mr. M. K. Lo said:—The "Health Week" promoted by this Association, in co-operation with the Chinese Medical Association, the

Hong Kong Chinese Medical Association, and the Chinese Young Women's Christian Association, is, to my mind, a very important event in this Colony, and I feel greatly honoured by being invited to this Opening Ceremony.

It is a common saying that "Health is not valued till sickness comes." A healthy man does not of course worry about his health and so become a prey to imaginary illnesses. But everyone should take an intelligent interest in the elementary principles of Hygiene and Preventive Medicine, for these subjects concern, not the treatment and cure of the sick, which is the business of the medical practitioner, but the attainment and preservation of Health, which is so tremendously important to all of us, individually and as members of a community.

## Potions and Plasters.

The art of healing in some form or other must, I suppose, have existed ever since—and probably before—civilisation began. To cure the sick, to alleviate the suffering, have at all times acted as a great impetus to human effort, although that effort must of course be conditioned by the state of the human knowledge at the time. Magic, supernatural intervention, touch by a sacred person, blood-letting, potions and plasters, have all been resorted to. Medical practice became quite advanced long before the Christian era. In fact one great body of medical literature is associated with the name of Hippocrates (460 B.C.). In China Shen Nung (who lived about 4718 years ago) "tasted many hundred herbs whence arose the art of healing and medicine." But until at least 1543, that art had little relation to Anatomy and Physiology as at present understood. In that year the famous book of Anatomy by Andreas Vesalius was published. It was based upon his observations of the form and functions of the human body as the result of dissection. It introduced a new medical science and conception.

## Fascinating Story.

The story of the rise of medical science from then until the present day, is a fascinating one. This progress was very much accelerated by the discovery, by William Harvey, in 1628, of the circulation of the blood; the discovery of Edward Jenner, about 1796,—that vaccination conferred immunity against smallpox; the introduction by Sir James Simpson (1811-1870), of the art of practical anaesthesia; the introduction by Lord Lister (1827-1912) of anti-septic surgery; the discovery of the cause of infective disease; the introduction of the new science of bacteriology by Louis Pasteur and Robert Koch; and the discovery of the X-ray by Röntgen in 1895.

## A New Chapter.

Within recent years, much

laboratory research and clinical observation has been devoted to the glands of internal secretion, and the diseases which result from their dysfunction, so that a new chapter has been added to the romantic story of the eternal struggle against ill health. Already "Endocrinology," as this new study is called, has given us the means of treating such diseases as Cretinism, and thanks to the work of Banting, the unfortunate sufferer from diabetes now has insulin at his disposal which, if it does not cure his malady, certainly lightens his burden of existence a hundredfold.

Still more recently, a great deal of work has been done in elucidating the cause of food deficiency diseases, such as rickets and scurvy, and as knowledge regarding those mysterious factors in our diet known as the vitamins accumulates, we may confidently look forward to as great conquests in this branch of medicine as there has been in Bacteriology. In this latter department of medical research, having discovered that bacteria are the cause of certain diseases, brilliant investigators then went on to grapple with the problem "what did the bacteria do, and what could restrain or prevent or control their infective career?" Thanks to their labours, we now know that though the healthy body of a man may be subjected to invasion by these micro-organisms, and suffer their toxic effects, it can call upon its own blood and cellular tissues to fight against them.

## To Combat Horrors.

As a result of the knowledge that, in its own defence, the body forms substances which act either as an antidote to the specific toxin produced by the invading germs, or are directly antagonistic to them, we are now provided with anti-toxins and anti-bacterial sera to combat the horrors and fatalities of many diseases, such as tetanus, rabies, diphtheria and cholera, and vaccines to stimulate the defensive forces of the body either for prophylaxis or after bacterial invasion had begun.

According to modern ideas, the study of medicine must involve the preliminary study of Anatomy, or, in other words, the structure and form of the body, and physiology, or the study of the functions of the various organs of the body. Chinese medical art—learned and profound as it is, and has been for so many centuries—because of its ignorance or imperfect knowledge of either, must, as it seems to me, remain more or less empirical. The efficacy of Chinese medicine is, I submit, not open to doubt. But I cannot help feeling that, if Chinese medical diagnosis and treatment—based as it is upon an art of such revered antiquity—were to be supplemented and invigorated by the modern knowledge of anatomy and physiology, Chinese medical practitioners may yet be in a position to confer an inestimable boon to mankind.

## What Is The Trend.

What is the trend and aim of modern medical science in relation to general health? I suppose this question must depend on the views of the expert as to what is the chief factor contributing to disease. I think I am right in saying that formerly it was believed to be an unhealthy environment. At one time many diseases were attributed to unwholesome exhalations from

(Continued on Page 8.)

## EXCHANGES

## TO-DAY'S QUOTATIONS

On London—	
Bank, wire .....	1/6
Bank, on demand .....	1/8 1/16
Bank, 30 day's sight .....	1/8 3/16
Bank, 4 months' sight .....	1/8 3/16
Credits, 4 months' sight .....	1/7
Documentary, 4 months' sight .....	1/7 1/2
On Paris—	
On demand .....	93 1/2
Credits, 4 months' sight .....	100 7/8
On Berlin—	
On demand .....	—
On New York—	
On demand .....	86 1/2
Credits, 60 days' sight .....	88 1/4
On Bombay—	
Wire .....	101
On demand .....	101
On Calcutta—	
Wire .....	101
On demand .....	101
On Singapore—	
On demand .....	65
On Manila—	
On demand .....	73 1/2
On Shanghai—	
On demand .....	78 1/2
30 day's sight (private paper) .....	—
On Yokohama—	
On demand .....	73 1/2
Gold Leaf, 100 fine (per tael) .....	—
Sovereigns (Bank's buying rate) .....	12.80
Silver (per oz.) .....	19 7/16
Bar Silver in Hong Kong .....	Par.
Copper Cash .....	Nominal
Copper Cents .....	3% prem.
Rate of Native Interest .....	5% p.a.
Chinese Sub. Coin .....	23% dis.
Hong Kong Sub. Coin .....	1/2% dis.

## LONDON EXCHANGES

Paris .....	124.21
New York .....	4.86 1/4
Brussels .....	34.545
Geneva .....	20.095
Amsterdam .....	12.11 1/2
Milan .....	92.79
Berlin .....	20.375
Stockholm .....	18.095
Copenhagen .....	18.165
Oslo .....	18.17
Vienna .....	34.515
Prague .....	164.4
Helsingfors .....	193.4
Madrid .....	38.825
Lisbon .....	108.30
Athens .....	375
Bucharest .....	818
Rio .....	5 51/64
Buenos Aires .....	44 9/16
Bombay .....	1/5 27/32
Shanghai .....	1/11
Hong Kong .....	1/6
Yokohama .....	2/0 3/4
Silver Spot .....	19 7/16
Silver Forward .....	19 1/2

—British Wireless Service.

## ROUND THE CINEMAS

## "Flames" in a Little Red Book.

## "COCK-EYED WORLD."

One of the hilarious episodes in the all talking Fox Movietone production, "The Cock-Eyed World," directed by Raoul Walsh of "What Price Glory" fame, deals with a little red book, given by "Top Sergeant Flagg," played by Victor McLaglen, to his pal and arch enemy, "Sergeant Quirt," played by Edmund Lowe, when the latter decides to leave the service.

The little red book contains addresses and descriptions of Quirt's various former flames, a goodly number, to say the least. When the transport carrying the marines docks in New York, "Flagg" hurries to the nearest telephone booth and calls the lassies listed in this little red book. He locates only "Fanny," played by beautiful Jean Barry. She is dated for a rollicking trip to Coney Island.

All goes well until they meet the last person in the world they expected to find, Quirt, and then trouble begins. Quirt makes a sly effort to get the girl.

"The Cock-Eyed World" is being screened at the Queen's Theatre.

## NEW ADVERTISEMENTS.

ST. STEPHEN'S COLLEGE, STANLEY.

THE ATHLETIC SPORTS will be held at Stanley on SATURDAY, April 12 at 2 p.m. Parents, Old Boys and Friends are warmly invited to attend. Buses leave Blake Pier at 1.30 p.m. (Return tickets \$1.00).

## HONG KONG CRICKET CLUB.

## TENNIS TOURNAMENT.

SUBJECT TO Weather Conditions It is hoped to play off the FINALS of the OPEN CHAMPIONSHIP events.

SINGLES on MONDAY, 14th April; DOUBLES on TUESDAY, 15th April. BOOKING of RESERVED Seats will open at Messrs. Moutrie's on FRIDAY, 11th April.

Members of the Club are hereby advised that booking at the Pavilion at reduced rates will CLOSE at 8 p.m. on THURSDAY, 10th April.

## PARTICULARS &amp; CONDITIONS OF SALE

OF THE VALUABLE LEASEHOLD PROPERTY known as

HEANLEY'S LABORATORY, situate at Mount Davis Gap, Hong Kong.

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All that piece of parcel of ground situate at Mount Davis Gap (項口大) in the Colony of Hong Kong, registered in the Land Office as Inland Lots 2090 and 2395, together with two six-roomed European style dwelling houses (gas, electric light, flush system), garage, tennis court and outhouses. The leases allow a total of five European style dwelling houses to be erected. The property would be very suitable for a British firm wishing to house its European staff or for Chinese desirous of further building. The gardens are one of the best areas of easily levelled building land west of the University. The Reserve is \$95,000. The property may be reached by the Felix Villas bus which leaves Blake Pier at 10.15 a.m., 12.15 p.m., 1.15, 2.15, 3.15, 4.15 and 5.15 or by telling a taxi driver to go to Tai Ho Wan. Persons wishing to purchase may view the property any afternoon and inspect the leases on application to the vendors Solicitors, Messrs. Wilkinson & Grist of Ice House Street.

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9, Queen's Road, Central, or to

Messrs. LAMMERT BROS., the Auctioneers, 4 & 4A, Duddell Street, Hong Kong, 10th April, 1930.

## NEW M.L.C.

At closing time at 4 p.m., yesterday, only one name had been submitted by the Justices of Peace for a member to represent them on the Legislative Council during the absence on leave of the Hon. Sir Henry Pollock, K.C.

The nominee was Mr. C. G. S. Mackie, who was proposed by the Hon. Mr. W. E. L. Shenton and seconded by the Hon. Sir Shou-son Chow.

Mr. Mackie has previously served on the Council during the absence of Sir Henry Pollock.

## SECOND CHANGE OF PROGRAMME TO-DAY.

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No. 4.

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Look out for No. 5 of this Series on this Page 10—TOMORROW, Subject "WELL-COOKED FOOD."



## BUSINESS DIRECTORY

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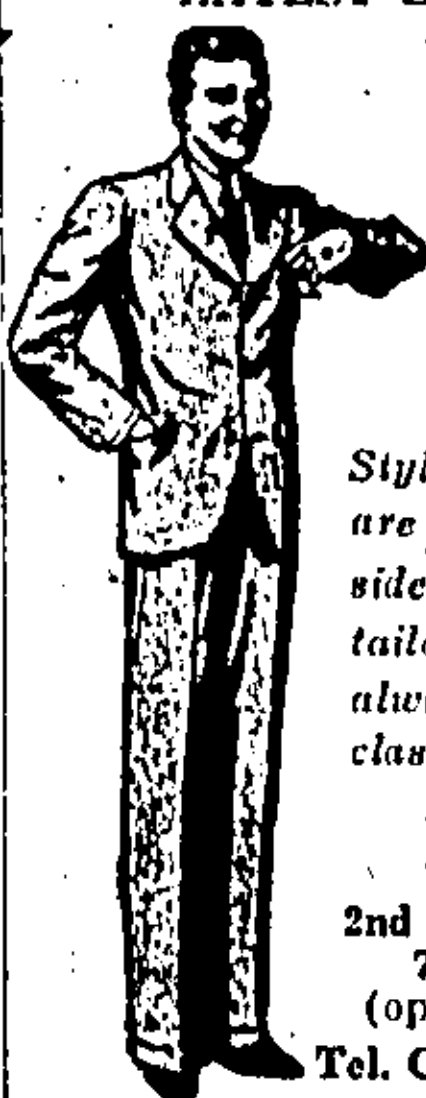
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## WAR ON DISEASE COMMENCED.

(Continued from Page 7.)

the ground; we have a relic of this belief in the name "Malaria" with which we are still too sadly familiar in Hong Kong. With the introduction and final acceptance of the germ theory of disease, and the rapid development of the new science of Bacteriology, it was perhaps natural that the infecting germ, the seed as it were, should claim most attention, to the neglect of the study of the soil. It is only comparatively recently that it has dawned upon us that the equally important, if indeed it is not the primary, factor in the genesis of disease, is the lowering of the natural resistance of the body, and that unhygienic surroundings, unsuitable food and clothing, unhealthy occupations and evil habits, all contribute to prepare a fruitful soil for the development of the multitudinous diseases to which hitherto flesh has been heir. With this modern conception, the chief aim of all those who have at heart the improvement of general health must be the creation, or rather preservation, of a healthy resistant body.

As one authority puts it:—"Progress would thus seem to depend more upon social and moral evolution than upon the advance of sanitary science, more upon wisdom than knowledge, more upon public opinion than legislative enactment, more upon sociology and biology than medical intervention. Yet all are necessary for the art of Preventive Medicine is social in structure and medical in inspiration."

## A Sealed Book.

In Hong Kong, as I have no doubt in most parts of China, many of these modern ideas remain a sealed book to the general mass. Many of them think and believe what was thought and believed, say, 5,000 years ago. One can

scarcely go through the poorer quarters of the town in any evening of the week without coming upon the sad spectacle of a couple of poor women beating the road with rolled up mats, making quaint chants. Someone near and dear to them was no doubt lying at the door of death, and these women, overwhelmed with grief and believing that the patient was being attacked by some evil spirits, desperately sought to chase away such spirits in order that the patient might be well. Did not our ancestors a few thousand years ago do something very similar in the same circumstances?

There are many pressing problems concerning public health which should engage the attention of the Government. We are indeed fortunate to have, at least, a health expert as the Director of Medical and Sanitary Services in the person of the Hon. Dr. A. B. Wellington. And I rejoice to know that an expert officer on malaria has been appointed and will be due in the Colony shortly, for I feel that malaria, being preventable, should be entirely eradicated from the Colony. But, to my mind, there is no greater need, for the social welfare of the Colony to-day, than the education of the general public in the elementary laws of health and of hygiene, and in proportion as such knowledge is more widely diffused, the nearer will be the time when this Colony will become a really sanitary environment in which the full programme of modern ideas of public health can operate.

The work which will be done under your auspices during the current week is, therefore, most important to the welfare of the Colony, and with all my heart, and in all humility, I wish you and your work every success. (Applause).



The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on 355 metres—

5.47 p.m.—European Programme of Victor Records by the courtesy of Messrs. Tsang Fook Piano Company—"Zig-zag Slave" (Tschalkowsky, Op. 31).

Philadelphia Symphony Orchestra under the direction of Leopold Stokowski.

"Little Grey Home in the West" (D. Eardley-Wilmot-Herman Lohr), "From The Land of the Sky-Blue Water" (Nelle Richmond Eberhart-Charles Wakefield Cadman), Mary Lewis.

"At Evening" (Rudolf Friml) Transcribed by A. Waller Krame, "Letter of Love" (Gut-Elmann), Mischa Elman, Piano accompaniment—Josef Bonime.

"Stand By Me" Pace Jubilee Singers with Hattie Parker. Mixed chorus with piano.

"Trovatore Selection" (Verdi), Creator's Band, Giuseppe Creator, Conductor.

"The Kinky Kids Parade" (Gus Kahn-Walter Donaldson), "Happy-Go-Lucky Days" (A. Wilson-James A. Bannan), The Duncan Sisters.

"Gypsy Love Song" (Victor Herbert), "Kiss Me Again" (Victor Herbert), Renee Chomet, Violin Solo.

"Memphis Yodel" (J. Rodgers), "Lullaby Yodel" (McWilliams-Rodgers), Jimmie Rodgers, Singing and Yodeling with guitar.

"Estrellita" (Little Star) (M. M. Penco), "A Little Love, A Little Kiss" (Ross-Sileas), Victor Salon Orchestra.

"By The Waters of Minnetonka" (Licurance), "I. Winnebago Love Song; 2. Love Tears (Chyenne); 3. Pueblo Lullaby; 4. Omaha Ceremonial." Thurbow Licurance-Clement Barone, Indian Flute with Modern Flute.

"Wait Till You See 'Ma Cherie'" (Leo Robin-Richard A. Whiting), "Louise" (Leo Robin-Richard A. Whiting), Maurice Chevalier, Baritone with orchestra.

"National Emblem March" (E. E. Bagley), "Lights Out March" (E. E. McCoy), Arthur Pryor's Band.

"Souvenir, Barcarolle, Humoresque" (Arr. by De Pace), "Neapolitan Caprice (Capriccio Napolitano) (De Pace), Bernardo De Pace Mandolin Solo with piano.

"Annie Laurie" (William Douglas-Lady John Scit), "Long, Long Ago" (Thomas Haynes Bayly), Hulda Lashanska.

"Country Dance No. 1" (Edward Gorman), "Pastoral Dance No. 2," "The Merry-makers' Dance No. 3" (Edward Gorman), St. Louis Symphony Orchestra under the direction of Rudolph Ganz.

"Minstrel Show of 1929," Victor Minstrels, Males Voices with Orchestra.

"Largo" (Handel), "Pomp And Circumstance—March" (Sir Edward Elgar), Chicago Symphony Orchestra and Grand Organ under the direction of Frederick Stock.

"Monastery Bell" (Lechmere Wely), "The Mill In The Forest" (Richard Ellenberg), Victor Concert Band, Direction of Rosario Bourdon.

7-7.15 p.m. approx.—Talk by Dr. Cannon, M.D., "A Survey of the Cancer Problem," 7.15 p.m.—Experimental Programme. At 7.30 p.m. approximately the following Victor Records will be played:—"Wand of Youth" Suite No. 1 Part 3 & 6, Fairy Pipes-Allegretto.

"Wand of Youth" Suite No. 1 Part 4; 6. Slumber Scene-Moderato" Elgar, Op. 1a), London Symphony Orchestra conducted by Sir Edward Elgar.

"Wand of Youth" Suite No. 1 Part 5; 7. Fairies and Giants-Presto" (Elgar Op. 1a), "Minuet From 'Beau Brummel'" (Elgar), London Symphony Orchestra conducted by Sir Edward Elgar.

"Prelude In E Flat Minor" (Bach), "I Call Upon Thee, Jesus" (Bach), Philadelphia Symphony Orchestra under the direction of Leopold Stokowski.

8 p.m.—Chinese Programme. 9 p.m.—Weather Report. 10.30 p.m.—Close Down.

Famous pilots took part in the first informal meeting of the London Gliding Club, near Guildford. Successful short flights were made in machines launched by a catapult.

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# THE MOTORISTS' PAGE

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"When it is remembered that a locomotive is taken to the running-sheds for attention after a 300-mile run, and that the motor coaches and buses run by big concerns are subjected to vigilant and skilled attention, it is surprising that the average private car should run as well as it does.

"This capacity for covering a big mileage before neglect becomes manifest in the shape of a breakdown or accident is only too apt to engender a feeling of false security in the owner. During recent years car makers have taken considerable trouble to reduce the work of maintenance to a minimum. Consequently, for a mechanically minded owner an hour's work every 500 miles should suffice to keep a car in good running order. For the growing number of motorists who wish to restrict their activities to driving there are now garages throughout the country equipped to carry out light maintenance work at a small cost, and such facilities are destined to grow rapidly in scope this year.

"There is, therefore, no excuse for the man who deliberately neglects to keep his car in good condition, and we are certain that if all motorists would take this matter to heart the roads would become materially safer. Adequate equipment of the right kind is almost equally important."

## MOTOR CYCLING.

New Low-Priced Machine.

A writer says in a Home paper:—  
After all, it has been decided to hold a motor cycle show in London this year. The date is to be November 10 to 15.

I understand that several of the manufacturers—a minority it is true—were opposed to the idea of a show in 1930. They pointed to the comparatively poor attendance at the 1929 exhibition and urged that they did not get a return commensurate with their outlay.

The opposition does not appear, however, to have been pressed and the show will be held as usual. There is some talk of an effort being made to reduce the expenditure of exhibitors and various schemes are said to be under consideration. One idea is that stands shall be of similar type, conforming to one standard design. This is, of course, copying the Scottish example and incidentally that of Paris and Berlin.

My own view is that it would be a greater mistake for the motor cycle manufacturers than for the car makers to give up their show. Unlike a car, a motor cycle is not yet regarded solely as a means of transport, and buyers have to be attracted either by exhibitions or sporting events of one kind or another. The motor cycle manufacturers have to appeal to the youth of the nation, and they must use every means possible to encourage young people to buy machines, which are often far more of a luxury for the owner than a car would be.

A Remarkable Achievement.  
It is interesting to note that the British motor cycle industry has a far better hold of the home market than has the car industry. Imports have been steadily diminishing from year to year until in 1929 they were valued at only slightly over £16,000, machines and parts. Exports of machines and parts on the other hand amounted to over £4,000,000.

This is a remarkable achievement which reflects credit on the manufacturing concerns and their designers particularly. There can be no doubt that the success of the British machine in the export field is in no small measure due to the fact that manufacturers are free from any concern as to what is happening in the market. Their position is unassailable and they are thus able to concentrate on supplying the demand from overseas.

With the car manufacturers it is quite a different matter. They have to face very keen competition at home and this has always tended to prevent them from giving as much attention as they ought to the needs of the overseas buyer.

The effect of the removal of the McKenna duties would be to make the manufacturers' position at home still less secure than it is at present.

A Utility Machine.  
Although the reliability trial for utility types of motor cycles has been postponed until the autumn, it appears that at least one of the manufacturers has been busy experimenting with a machine which has some claim to be included in this category. I refer to the new Triumph, which is to be sold round about £24, complete, with electric lighting outfit and with the bright parts in chromium plating. The engine is rated at 175 h.p., and I am told that a speed of 50 m.p.h. will be possible.

Other factories are known to be experimenting on similar lines, but none of them appears to be so far ahead with its plans.

The small car which is going to be made in the A.J.S. factory is expected to be in production in another month or two. It will be rated at 9 h.p., and I understand that no attempt will be made to produce a cheap vehicle. The A.J.S. Company acquired some of the patents of the old Clyno Company, but that does not mean that the car will be exactly similar to the small car produced by that firm before it went out of business. To begin with, at any rate, the output will not be large.

drivers to-day who know nothing whatever of motor cycles, or of their behaviour on the road, and who, prior to buying a car, had never even piloted a motor cycle on the high ways. If every driver had been a cyclist or a motor cyclist before he became a motorist there would be a far more tolerant spirit on the roads, apart altogether from the fact that accidents would be fewer.

## COTTON FOR TYRES.

A Bright Spot in Home Industry.

The Dunlop cotton mill at Rochdale, producing all the canvas and cord used in making tyres at Fort Dunlop, is the largest individual cotton mill in the world, having an equipment of 186,000 spindles. Raw Egyptian cotton is treated from the bales (over a thousand a week) right to the finished product, which goes to the tyre-making factories at Fort Dunlop, and also to the French, German, and other Dunlop works.

In 1919 the Dunlop mills had only 47,000 spindles, but the growth has been rapid, and at present 3,000 hands are fully occupied; in fact, since 1921 the mill has worked full time continuously, even though the Lancashire cotton trade has been passing through a very lean time indeed. As was pointed out to a gathering which recently viewed the mills this happy state of affairs shows every sign of continuation, if only a satisfactory pronouncement with regard to the McKenna duties can be made. Incidentally, the visiting party was shown an entirely new form of "doubling" machine, developed in the mills, which will greatly increase the output of cords, at the same time improving quality and offering more scope for increasing twist of the threads.

The organisation and ideal conditions obtaining in the mill form a fitting complement to the tyre-making plant at Fort Dunlop, and an insight is provided of a section of tyre making—perhaps the most important section—not ordinarily apparent.

## BEST DRIVERS.

Kaye Don's Tribute to Motor Cyclists.

Kaye Don, well-known British motor driver and racing motor cyclist, says that driving a motor cycle is the finest piece of road education a man or woman can have, since it calls for the application of all the simple exercises in driving which will equip them for the more difficult task of controlling a motor car. Driving a motor cycle, Kaye Don claims, teaches a man to have regard for his own safety; it provides the potential motor car driver with the knowledge that a car, by reason of its size and weight, can inflict a great amount of damage to the body of a man or woman. For this reason, says the motorist, with motor cycle experience is inclined to be careful and more considerate driver than the motorist who has never ridden on two wheels. There are plenty of car

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### MOTOR CYCLES.

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TRIUMPH MOTOR CYCLES.—The Globe Automobile Co., Ltd., 1, Canton Road, Kowloon.

### TYRES AND ACCESSORIES.

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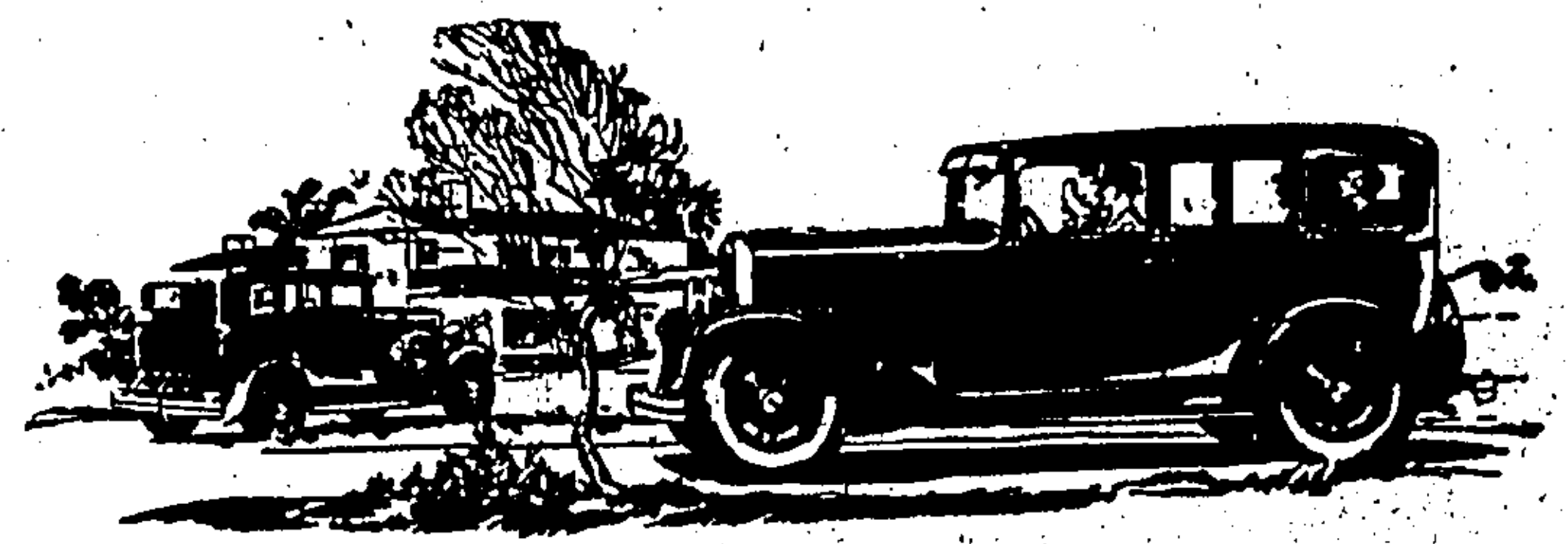
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Observe, for instance, in a magazine, the advertisements of five manufacturers of vacuum cleaners. Each claims, with all the cleverness possible, that his cleaner is the best in the world. Of course such claims cannot be true of all these machines—can not be true of more than one of them.

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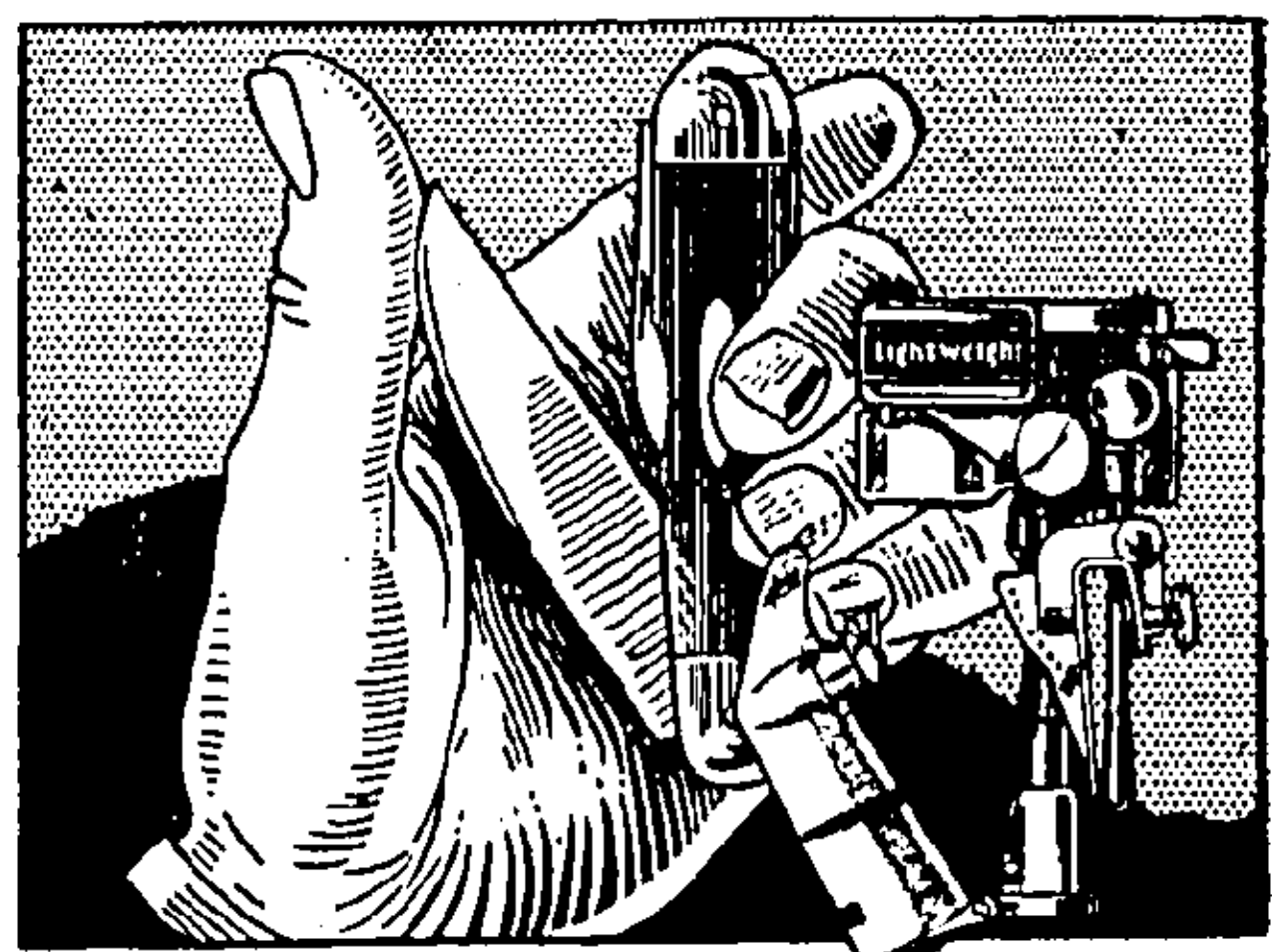
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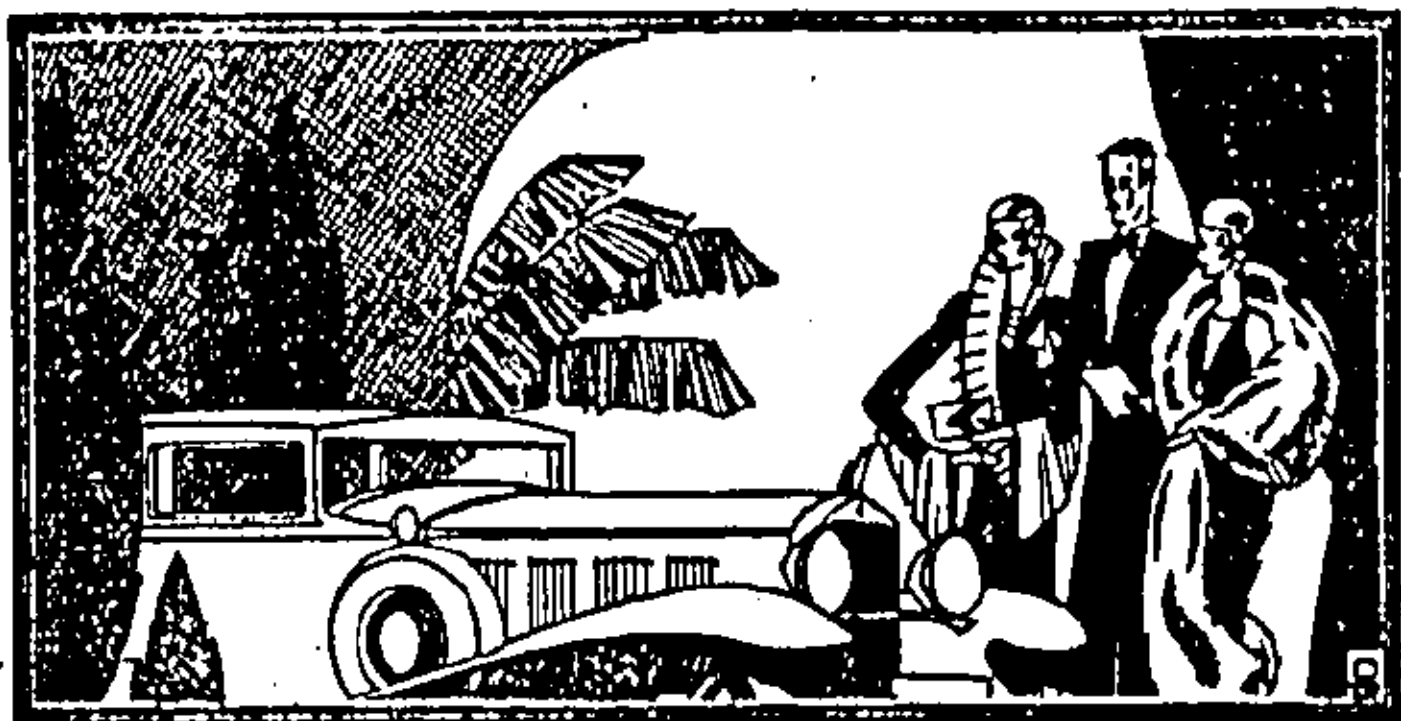


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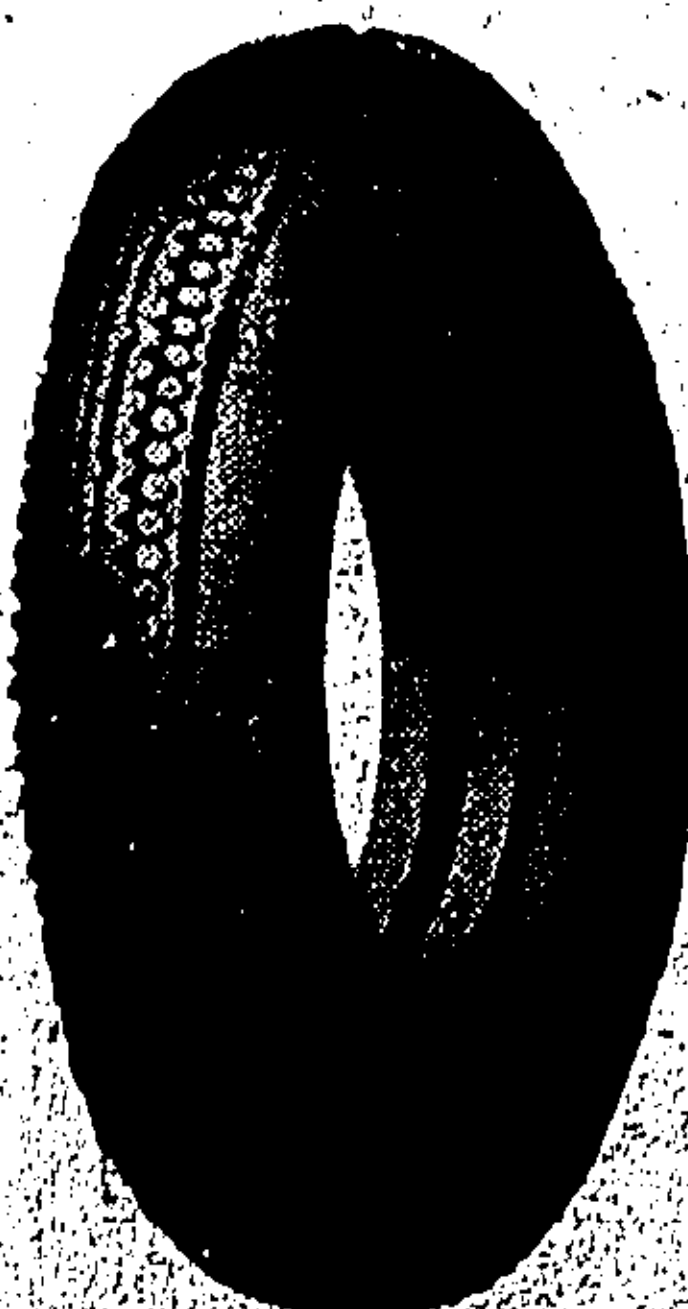
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**CAR SPEED.****Great Cost and Doubtful Value.**

Writing in mail week the motorist correspondent of the Edinburgh Dispatch said:—

While everyone wishes Kaye Don a safe return from his hazardous adventure on Daytona sands, in Florida, whither he has gone to try to wrest the land speed record from Sir Henry Segrave, the holder, it cannot be said that there is any great enthusiasm in the motor trade over the affair.

I find, after talking the matter over with several prominent members of the industry, that the feeling exists that so long as Britain held the record, it might have been as well to have left it at that.

Various estimates have been made as to the probable cost of the venture. I am not in a position to give accurate figures, but the general consensus of opinion is that it will cost at least £15,000. The "Golden Arrow," Segrave's car, cost over £12,000, and it seems unlikely that the "Silver Bullet" will have cost less.

The risks from the driver's point of view are very great indeed, but Mr. Don is evidently willing to ignore them in order to achieve fame. The question, however, which people are asking, especially those engaged in the car manufacturing business, is whether there will be any return for this big expenditure of money.

**Useless Speed.**

At the moment it is doubtful whether it would be possible to raise as many thousands to manufacture cars to sell to the public. That may be a very unromantic way of looking at the project, but it is certainly the way some of the car makers and others engaged in the motor industry regard it.

For my own part, I have always failed to see what great benefit is to be got from attempts to put up speed records on land. In the first place, it is most unlikely that motor cars will ever be able to travel at speeds greatly in excess of those now touched by cars in everyday use—unless, of course, special motor roads are built. Secondly, even if speeds of 200 miles an hour were possible on roads where only motor traffic was permitted, could anyone afford to buy a car capable of such a performance or to maintain it?

Thirdly, if it is intended to try out new designs and new materials, surely there is plenty of scope in the air or on the sea. We have not yet reached the limit of speed in the air by a long way, and there seems no reason to doubt that in a few years' time aeroplanes carrying passengers will be capable of attaining speeds which to-day are suggestive of a Schneider Cup race.

**Value of Research.**

A certain amount of research must have been done in connection with the various materials used in the construction of the car built by the Sunbeam Company which Kaye Don is driving at Daytona, and special tyres have to be made, but whether the knowledge thus gained is of any further practical value to the motor industry as a whole I should not like to say.

As for the advertisement value of record-breaking attempts, it has yet to be proved that Sir Henry Segrave's 231 m.p.h. record of last year made any difference to the sale of British motor cars either in this country or in any other.

The British motor industry at the present time is facing great difficulties. The set-back in sales at home, the uncertainty over the McKenna duties, and the lack of sufficient capital to develop overseas business are serious handicaps, and it is essential that every effort should be concentrated on wresting from the foreigner not a speed record, but markets which he ought never to have been allowed to capture.

**ITALIAN BID.****Details of the Latest Fiat.**

The Fiat Motor Company of Turin within the next few weeks will open new works at Acton, treble the size of the present Wembley servicing plant. This will be Italy's latest bid for the British small car market, as in these works a new 12 h.p. six-cylinder Fiat is to be made and will be placed on sale next Spring. The factory is expected to employ several thousands of hands in full swing.

This new 12 h.p. Fiat car will be the lowest priced six-cylinder model on the market, and a formidable competitor to other "light sixes."

Evidently Italy's leading motor manufacturers believe that the McKenna duties are going to be trained, or by the Fiat Company would not have troubled to set up a factory where it is intended to build this car, which will be sold at a price which will be very attractive to the British public.

**PHANTOM LORRY.****Road Mystery Solved.**

A lonely road between Godley and Mottram, Cheshire, reputed to be haunted by a phantom motor-lorry, was treated with more than ordinary care by motorists to-day, writes a Daily Mail correspondent on February 19.

Its unenviable reputation, owing to a succession of accidents, with 3 dead and 25 injured during the last two years, was intensified by an eerie atmosphere given to the locality by the suggestion of the coroner, Mr. Stuart Rodger. At an inquest at Ashton on a pillion rider killed on the road on December 30, Mr. Albert Collison, of Cook Street Audenshaw, the driver of a motor-cycle, said that he swerved to avoid a heavy motor-lorry backing out of an opening between an inn and cross roads.

There is no opening between the inn and the cross-roads, and this fact led the coroner to remark, "It must have been a phantom lorry."

He added to the ghostliness of the suggestion by saying that at one house in the neighbourhood where he had made inquiries, he had been told of a dog which ran home "howling and terrified" after hearing footsteps in the road.

**Solving The Mystery.**

To track down this spectral lorry, I motored to the scene of the accident.

From the ghost's point of view conditions were excellent—a still, quiet night, darkness, and little traffic.

I stood in the road with the powerful headlights of the car flooding the spot where the motorcyclist's fatal swerve began, and in the ray of light I found what I believe to be the solution of the accident and the explanation of the phantom.

There appeared not an earthbound lorry driver ceaselessly backing his vehicle out of a ghostly side road, but an equally startling impression of a ghost—the singular coincidence of a sloping hedge and a slightly jutting wall.

**The Break in The Wall.**

A break in the wall, concealing a water trough, suggested the possibility of an opening; and, towering above, two yards to the left, a hedge inclined to the roadway throwing its jagged end into the beam of light in such a way that even the most experienced motorist travelling at night might mistake it for the top of a heavy motor-lorry reversing into the main road.

The illusion was further heightened by the sudden change of light on the footpath where the cemented part joins a stone-paved section which at first sight, appears to be part of the road.

Thus, I think, is to be explained the mystery of the phantom lorry.

**THOSE DRIVERS.****How Pilot's Personality Impresses Passengers.**

It is surprising how the "atmosphere" of a car can change according to the driver with whom one is blessed (or cursed). There is the driver who inspires confidence among the passengers; the car "feels" different under his beneficent control, and one chats easily and naturally, or even drops off to sleep when the way is long. What a supremely fine test of confidence is this—to be able to sleep and feel no qualms; would that it were over so.

They who so kindly drive us are many, and at times one strikes one's lucky. Our jumpy friend sometimes takes the wheel—he is well-meaning and does his very best, but we are hard put to it to maintain the requisite "poker" faces. He starts off with a jerk, he pulls up with a jerk, he looks quickly left and right, his head bobs about as he scans the instruments frequently, and this performance, when carried on interminably, is apt to be wearing. Conversation becomes strained, and we all keep a sharp lookout in addition to our friend the driver.

When our loquacious sister takes the wheel, we keep an even sharper look out, especially when she has a girl friend sitting beside her. The flow of talk never stops, and, in addition, it is frequently necessary for her to turn towards us in order to emphasise her speech. Consequently our route deviates from the natural, and it is often necessary to yell "Look out!" in that to save our off-side front wing from receiving a nasty bit.

Our education in motor-traffic affecting her low affairs, and the very sight of certain drivers back and their poles at the wheel seem to suggest confidence. These people appear to be in their right place; but many another takes the wheel, and though he has to be there, he does not seem to belong. He is a stranger in the driver's seat, and his passengers are bound to feel it. He is a stranger in the driver's seat, and his passengers are bound to feel it.

# If you should lift the body of every car

in Buick's field—  
and compare the chassis—  
then you too would choose

# The New BUICK

If you were to lift the body from the chassis of any one of a hundred cars—and compare the vitally important details of chassis design and construction—you would find Buick so outstandingly superior in all phases of fine car engineering that you would almost inevitably make Buick your choice. Here is what you would see in this famous chassis:

Buick's great new Valve-in-Head engine—developing 99 horsepower in the 124 and 132-inch models, and 104 horsepower in the 118-inch models. Unapproached in smoothness, all-round performance—ability, reliability and economy as well.

Buick's new Controlled Servo Endless Mechanical Brakes—providing smooth, positive, silent braking, with minimum pedal pressure. And—because fully protected against dust, dirt and water—operating at maximum efficiency in any weather.

Buick's new frictionless steering gear and new Road Shock Eliminator—two advances introduced by Buick. The Buick wheel offering effortless control throughout its entire turning range—and the new Road Shock Eliminator assuring complete freedom from annoying jolts and jars.

Buick's new, longer rear springs, and new

Leverjy Ductile Shock Absorbers—front and rear. Combining to check both bound and rebound, and providing a degree of riding ease without parallel anywhere.

And, finally, such established Buick superiorities as the famous double-drop frame of toughest steel... the massive side and cross members reinforced at points of stress to insure greatest long life... the celebrated torque tube drive, Buick multiple-disc clutch, self-lubricating differential, and numerous other features.

When the list of Buick's chassis features—entirely aside from the irresistible appeal of Buick's new Fisher Bodies—reads like a roll-call of all that is soundest and best in fine car engineering... and when, in addition, you can buy a Buick for as little as \$1225, f.o.b. factory... what wonder that all comparisons lead to Buick! What wonder that more than 2,000,000 people have invested their money in Buicks—and that from two to five times as many are purchasing this new Buick as any other automobile priced above \$1200!

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WHEN BETTER AUTOMOBILES ARE BUILT... BUICK WILL BUILD THEM.

**MOTOR TRIAL.****A Great Success in Selangor.**

The Selangor Motor-Cycling Club's reliability trial, held yesterday, proved a great success, says the Malay Mail of March 24. Starting at 7.30 a.m. from the front of the P.W.D. Offices, the competitors left at one-minute intervals. Their route lay over Damansara Road to Seventh Mile Village, and across the now almost abandoned section of the road that leads on to the present Klang Road near Sepang estate. Deep sand on this section provided competitors with their first problem. From Batu Tiga the route lay to Puchong, where the first check was made. Here it was found that several riders had dropped out, after 25 miles. From Puchong the course went by way of Ayer Hitam Forest Reserve Road to Dengkil and thence on the Telok Datoh Road towards Kajang. This stretch has been somewhat improved of late, but was still far from pleasant for most riders. The right turn was taken at the fork of the road, where the second check was situated and the course then lay to Bangi and across Broome Hill, to Batang Benar Station and then to the junction of the main road and the Batang Benar Road. Riders turned sharp left here and on to Beranang, after which they stopped for the third check at Semenyih. The last big stretch, that on to Segambut, enabled riders to make up time, that is, to exceed the prescribed 25 miles per hour, in order to have time in hand to tackle the "Colonial Station" with some chance of allowing for accidents. This last stretch, for the purposes of the route called ten miles, but actually rather less, consisted of some of the worst parts of the S.A.A. "scramble" of September. Many riders came to grief here, the best performance of the day, that of Loke Yik Foo, being made when he was compelled to put foot to ground on a spot where all others had ridden safely. Strangely enough, Loke Yik Foo had two minutes earlier ridden safely over a rough spot where every other rider had been compelled to foot it. Then the course lay over to Maxwell Road and the finish at the junction of Swettenham and Club Roads.

**The Results and Scores.**

The following were the results: Starters numbered 39, and 25 completed the course. It was found necessary to alter the scale of marks for awards, from "no marks lost" for a first special class award, "two marks lost" for a second class award and "fifteen marks lost" for a third class award. The following scale was adopted: "no marks lost" for a special first class award, "10 marks lost" for a first class award, "15 marks lost" for a second class award.

Special awards were as follows: Best performance, Loke Yik Foo, B.S.A. 249 c.c., lost 21 marks. Best amateur performance, Lee Yim Koo, Raleigh 248 c.c., lost 21 marks. First team prize, following team: consisting of F.Y. Hoon, B.S.A. 433 c.c., lost 17 marks; R. B. Robinson, Norton 490 c.c., lost 10 marks; and B.H.T. Oliver, B.S.A. 249 c.c., losing six marks, a total of 23 marks lost. Second team prize, B.S.A. No. 1 team consisting of Lee Yim Koo, 249 c.c., lost 2 marks; F.Y. Hoon, 249 c.c., lost 2 marks; and Loke Yik Foo, 249 c.c., lost 2 marks, a total of 6 marks lost.

**MOTORING ADMIRAL.****"I Had to Go Hard to Starboard."**

A motoring Admiral caused some amusement by giving his evidence in nautical terms at Mortlake, S.W., when Mrs. Kathleen Metaxa, daughter of Sir William Maxwell, of Upper Richmond Road, Putney, S.W., was summoned for driving a motor-car dangerously.

A constable said that Mrs. Metaxa pulled out from behind a stationary line of traffic. Admiral James, who was wearing plus fours, said he was just getting under way when to his amazement Mrs. Metaxa pulled across him from starboard. He had to go hard to starboard to avoid a smash. He mounted the pavement and his bows rested in the porchway of a public-house.

Mrs. Metaxa said she had landed in Britain 24 hours before the alleged offence. She had driven 700 miles in two days on the Continent, where the traffic used the right of the road, and she made a momentary mistake.

Mrs. Metaxa was fined \$5 and Sir William gave notice of appeal on behalf of his daughter.

**50,000,000 CARS BY 1950.**

Recently a statistician asserted that there would be fifty million cars registered in the United States by 1950. Countering this assertion, the president of one of the leading makers of automobiles in U.S.A. states that this fact is impossible, not because the manufacturers cannot produce that many automobiles, nor because the public cannot absorb them, but chiefly because the street and highway conditions will not permit free and safe use of automobiles in any such number. Each year finds cars with longer wheelbases. It seems the object is to design them longer and lower with more power and increased speed. As street and highway conditions are to-day, car designers have almost reached their limit of length. Either the roads must be made straighter and wider, or cars must be designed with shorter wheelbases. Automobile dealers in America are realising how vital this subject of roads is to car sales. They are beginning to interest themselves in the highway and traffic programmes of their communities. Highways that are designed to-day must take into account the increase traffic which they will bear in the future. No one wants to drive on crowded highways at slow speed, which would make motoring a slow crawling process. Wide highways create a desire to own a car and go somewhere. In many parts of the world there are road construction programmes being undertaken. Some of them are being planned with the future in mind. Others are merely the paving of a dirt road, which, not so many years from now, will be found inadequate to support the increased motor traffic.

**CARS SUMMONED.****Buckingham Palace Innovation.**

Debutantes and their chaperons leaving Buckingham Palace after the Courts this year will probably be aided by a system of loud-speakers to find their cars.

Officials of the Lord Chamberlain's department, and the Office of Works have been conducting experiments with an amplifying system of loud-speakers, which will replace the parade ground voices of a Court servant who has previously shouted the names of guests waiting for their cars.

A microphone has been placed just inside the door at the Grand Entrance to the Palace and into this the names of guests will be whispered softly to echo in booming tones from loud-speakers erected on places where the cars are parked.

"The experiments have been very successful," it was stated, "but it is not yet definitely decided whether the installation will be used this year."

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# The China Mail

Thursday, April 10, 1930.  
 Third Moon, 12th Day.

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HONG KONG, THURSDAY, APRIL 10, 1930.

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(via KOBE & YOKOHAMA.)

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 "TYNDAROS" 10th May Victoria, Vancouver & Seattle

### INWARD SERVICE.

"ADRASTUS" Due 14th Apr. For S'hai, Moji, Kobe & Yokohama  
 "CYCLOPS" Due 15th Apr. For Shanghai, Moji, Kobe & Y'hama.  
 "TANTALUS" Due 15th Apr. For S'hai, Moji, Kobe & Y'hama.

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## POST OFFICE NOTICE.

### RADIO NOTICES

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. & O. Building in Des Voeux Road, next to the General Post Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

### INWARD MAILS

From	THURSDAY, APRIL 10.	Per
Shanghai and Swatow	.....	Sui Yang
Shanghai and Europe via Siberia (London, March 21)	.....	Awa Maru
	FRIDAY, APRIL 11.	
U.S.A. (Seattle, Mar. 22), Canada, Japan, Shanghai and Europe via Siberia (London, Mar. 23)	.....	President Lincoln
Straits	.....	Beltana
Australia and Manila	.....	Changta
Japan and Manila	.....	Tatsuta Maru
U.S.A. (Seattle, Mar. 22), Canada, Japan & Shanghai	.....	President Lincoln
	SATURDAY, APRIL 12.	
Shanghai and Swatow	.....	Shantung
Japan and Shanghai	.....	Siberia Maru
	SUNDAY, APRIL 13.	
Straits	.....	Kidderpore
Straits	.....	Suwa Maru

### OUTWARD MAILS

For	THURSDAY, APRIL 10.	Per
Swatow	.....	Hydrangea 3 p.m.
Straits	.....	Hai Hing 3.30 p.m.
Samshul and Wuchow	.....	Kochow 4 p.m.
Batavia	.....	Wai Shing 4.30 p.m.
Japan	.....	Kashgar 5 p.m.
Shanghai and Europe via Siberia	.....	Registration Apr. 10, 5 p.m. Letters " " 6 p.m.
	FRIDAY, APRIL 11.	
Holhow, Pakhoi and Halphong	.....	Kanchow 9.30 a.m.
Swatow, Amoy and Foochow	.....	Hai Yang 1 p.m.
Halphong	.....	Canton 1.30 p.m.
Shanghai	.....	Chekiang 3.30 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & Europe via Marseilles	.....	Malwa (Due Marseilles, May 8.)
	K.P.O.	
Parcels	Apr. 11, 4.30 p.m.	
Registration	Apr. 12, 9 a.m.	
Letters	Apr. 12, 10 a.m.	
	SATURDAY, APRIL 12.	
Foochow and Wai Hai Wei	.....	Huichow 9.30 a.m.
Amoy	.....	Anking 5 p.m.
Shanghai and Europe via Siberia	.....	Registration Apr. 12, 5 p.m. Letters " " 6 p.m.

\*Registered correspondence only

Printed and published for the Proprietors, The Newspaper Enterprise Limited, by DAVID CHRISTIAN WILSON, Business manager, at 24, Wyndham Street, Hong Kong.

## PIRACY ON THE CHINA SEAS.

SHIPPING COMPANIES AGREE TO PROPOSALS OF GOVERNMENT.

PROVISION OF NAVAL GUARDS

London, Yesterday. In the House of Commons today, replying to Sir Basil Peto, Mr. C. G. Ammon said that the replies from the shipping companies accepted the Government proposals in principle.—Reuter.

In the House of Commons at question time on March 26 Mr. A. V. Alexander said that the Government had informed the shipping companies that it was prepared to sanction the further extension of the provision for regular military and naval guards against piracy in China for a definite limited period subject to the following provisions:

First, that the companies before April 1 agree to an elaboration of the present scheme to supply Indian guards for the internal protection of shipping; Second, that any regular guard provided after March 31 are to be paid for by the companies in full; Third, that the whole cost of the elaborated scheme, including the maintaining of the guard when not actually on board ship, should be borne by the companies proportionately to their requirements.

## "REDS" IN GERMANY

"Trade" Delegates Incite Army to Rebel.

SECRET PRINTING PLANT.

Berlin, Yesterday. The possibility of a serious Russo German incident is envisaged in an evening newspaper report that three members of the Russian trade delegation in Berlin are among five men arrested by the police in connection with the discovery of two secret printing works, publishing Communist pamphlets and inciting the army and police to insubordination. The police headquarters refuse to give information.—Reuter.

## LOCAL ARMY MAJOR FINED \$5.

ALLOWED HIS DOG "TO BE ABROAD" UNMUZZLED.

LADY SUMMONED.

Major A. Creery, of the Hong Kong and Singapore Brigade, R.A., appeared before Mr. Whyte-Smith at the Kowloon Magistrate's court this morning, to answer a summons for allowing his dog to be abroad without a muzzle in Nathan Road on March 1.

The Major, who brought his dog on a leash into the court, pleaded not guilty.

After evidence had been given by Sergeant Brand, his Worship convicted and imposed a fine of \$5.

Another Offence. In the same Court, Miss M. Alves of 1, Mody Road, pleaded guilty to a similar summons and was fined \$5, while a Chinese house "boy," appearing on instructions from Mr. W. Sanderson, of 1, Carnarvon Building, also paid a fine of \$5 for the same offence.

A fine of \$20 was imposed on Mr. Frost of 72A, Nathan Road, who, though absent, pleaded guilty to two summons concerning his two brown dogs.

Left the Colony. When a summons against Mr. H. S. Rouse, of the P.W.D., was called it was learned by his Worship that the defendant had left the Colony, about a fortnight ago, on ten months' leave. The case was adjourned sine die.

Boo Kung, a Japanese, of Halphong Road, was also fined \$5 for allowing his dog to be abroad unmuzzled.

## HOW THEY "STUDY" OUR COLONIES.

MEMBERS WHO LACK EXPERIENCE OF CONDITIONS.

IMPERIAL COMMITTEE.

London, Yesterday. Replying in the House of Commons to Mr. Somerville in regard to the qualifications of the two members who represent the Colonies and Protectorates on the Imperial Economic Committee, Dr. Shiels said that one was on the Colonial Office staff and the other was elected by a panel consisting of representatives of the various Colonial associations in Britain. It was almost impossible to secure members who had experience, by travelling or otherwise, of all the Colonies.—Reuter.

## FATHER AND SON IN THE DOCK.

BOY WHO LIKES THE LAW BETTER THAN HIS FATHER.

MAGISTRATE'S REBUKE.

"Of what use is a son if he is not to carry out his father's wishes?" is a Chinese truism. It is a good saying if it is applied in the right way, but when it comes to asking one's son to do something unlawful, the unrelenting Law would not be on the side of the father.

An elderly Chinese found this to his cost this morning. He and his son were charged with the joint possession of one tael of illicit opium. The drug was found on the youth, who told the Police that it was given to him by his father, and went so far as to assist the Police in locating the old man.

Deliberate Denial. At the Police Station, the old gentleman admitted that the contraband was his, but when brought before Mr. R. E. Lindsell this morning, he deliberately denied knowledge and tried to shift the blame on to the lad.

"You ought to be ashamed of yourself. You are a carrier and you used your son to help you in your nefarious trade," said the Magistrate after evidence had been placed before him.

In discharging the boy, the Magistrate told him that he need not obey his father if the latter wanted to employ him on unlawful acts, and turning to the old man, the Magistrate said that he would have to pay a fine of \$100 or go to jail for six weeks.

The lad left the dock after assuring the Magistrate that he would see his father dead before he would do anything for him.

## SEDITION CHARGE.

Another Relative of Gandhi Arrested.

THIRTEEN DETAINED.

New Delhi, Yesterday. The report that Asaf Ali was arrested is incorrect. Thirteen out of the 25 persons arrested have been detained and the others discharged. Davi Das Gandhi is charged with sedition and the others with violation of the salt laws.—Reuter.

Earlier Cable. Delhi, Yesterday. The police have arrested twenty-five salt-making volunteers at Salempur, including Gandhi's son Davi Das, a barrister named Asaf Ali, and the president of the District Congress, Shanker Lal.—Reuter.

## SIR W. PEEL.

Date of Arrival Now Definite.

Advice has been received by His Excellency the Officer Administering the Government that Sir William Peel, who leaves London to-day, will arrive in the Colony by the s.s. Khiva on May 8.

In addition to the reception at the City Hall on the day of his arrival the new Governor will be entertained at a public gathering in his honour at King's Park, Kowloon, on Monday, May 12.



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